PROCEEDINGS

OF THE

MADRAS GOVERNMENT

IN THE

PUBLIC WORKS DEPARTMENT,

FOR THE

MONTH OF MAY

1872.

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219—221	*Railway Extensions.*—Papers on the subject of the proposed —, referred to the Consulting Engineer with instructions.	11th May No. 1,218.	....	19th Aug. 1871, Nos. 241, 242. 14th Sept. 1871, Nos. 216, 217. 20th Sept. 1871, Nos. 327—330. 21st Sept. 1871, Nos. 361A, 361B. 3rd Nov. 1871, Nos. 42, 43.	Ibid
222&223	*Madras Pier.*—A Committee appointed to report on the best means of restoring the — and ensuring its future safety.	13th May No. 1,219.	....	....	2025
224&225	*Platform and Permanent-way at Raichore.*—Passing orders on the estimate, submitted by the Cong. Engineer, for alterations to the —.	13th May No. 1,220.	....	....	2026
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227&228	*Captain Begbie.*— Passing orders on letter from the Superintending Engineer of the 3rd Division reporting on the unfitness of — for the charge of a range.	13th May No. 1,222.	....	9th Oct. 1867, Nos. 155, 156. 3rd March 1870, Nos. 68, 69. 4th Oct. 1870, Nos. 52, 53. 9th Nov. 1870, Nos. 152—154. 23rd March 1872, Nos. 541, 542.	Ibid
229&230	*Revenue Accounts.*—Letter from the Government of India passing orders on letter No. 738 of 1872, regarding the exhibition of certain items in the reviews of —, communicated to the Consulting Engineer for Railways.	13th May No. 1,223.	....	19th Oct. 1869, Nos. 372, 373. 27th Oct. 1871, Nos. 438, 439. 15th March 1872, Nos. 355—357.	2029
231&232	*Latrine.*—Estimate for the construction of a —for the quarter guard of the 18th Regiment Native Infantry at Vellore, sanctioned.	13th May No. 1,224.	....	....	2030
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240	*The Government of India* addressed on the above subject.	14th May No. 1,228.	....	Ditto.	2046
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244&245	*Accident.*—Report of an — at Raichore on the 5th April, recorded.	14th May No. 1,231.	....	....	Ibid
246&247	*Ration-shed.*—Estimate of Rupees 1,750 for constructing — for two Batteries of Artillery on the Race Course at Bangalore, sanctioned with remarks.	14th May No. 1,232.	....	....	2050
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250&251	*Indent.*—Letter from the Government of India sanctioning the transmission to England of an — for one year's supply of miscellaneous stores required for the Madras Railway, and issuing instructions relative to the future submission of similar indents, communicated to the Consulting Engineer with instructions.	14th May No. 1,234.	....	16th April 1872, Nos. 224—226.	2051
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262&263	*Tarpaulins.*—Passing orders on letter from the Consulting Engineer for Railways reporting the necessity for additional — required for the Madras Railway.	14th May No. 1,235.	....	6th May 1872, Nos. 112, 113	2052
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276	*The Government of India* furnished with a copy of the above.	14th May No. 1,241.	....	Ditto.	Ibid
277&278	*The Packing Account,* submitted by the General Superintendent of Public Works Workshops, of stores received per *Invereshie* ordered to be forwarded to the Home Government.	14th May No. 1,242.	....	....	Ibid
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280&281	*The Revenue Account,* submitted by the Consulting Engineer, of the Madras Railway for January 1872, ordered to be forwarded to the Government of India.	14th May No. 1,244.	....	....	2061
282	*The Government of India* furnished with the above.	14th May No. 1,245.	....	....	2069
283&284	*Laboratory of the Magazine in the Fort of Bangalore.*—Report, submitted by the Superintending Engineer of the 5th Division, on the alleged unsatisfactory state of the — , recorded.	14th May No. 1,246.	....	26th Feb. 1872, Nos. 427, 428.	Ibid
285&286	*Military Works at Bangalore.*—Estimates, amounting to Rupees 2,480, for certain — , sanctioned with remarks.	14th May No. 1,247.	....	....	2070
287&288	*Establishment.*—Passing orders on Proceedings in the Financial Department referring request of the Local Fund Board, Cuddapah Circle, for increasing the Executive — of the Public Works Department.	14th May No. 1,248.	....	....	Ibid
289&290	*Revenue Account,* submitted by the Consulting Engineer, of the Madras Railway for February 1872, ordered to be forwarded to the Government of India.	14th May No. 1,249.	....	....	2071
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299	*The Government of India* requested to sanction the above plans, etc.	14th May No. 1,253.	....	Ditto.	2084
300&301	*Post Office at Gopaulpore.*—Estimate of Rupees 1,200 for a —, sanctioned.	14th May No. 1,254.	....	....	2085
302&303	*Profit and Loss.*—Permission granted for writing off to — the sum of Rupees 487—97, being loss incurred by the sale of unserviceable bricks in the 2nd Division.	14th May No. 1,255.	....	....	Ibid
304&305	*Burial-ground at Mangalore.*—The question of providing funds for enclosing the — with a masonry wall promised to be considered later in the year.	14th May No. 1,256.	....	....	Ibid
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310&311	*Mr. Sub-Engineer Ottmann* permitted to make a bill on Messrs. Shaw and Tasker for Rupees 10 as remuneration for professional advice afforded in connection with the tank at Yamathoor, Chingleput District.	14th May No. 1,259.	....	18th Jan. 1872, Nos. 319, 320.	Ibid
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321	*The Government of India* addressed on the above subject.	14th May No. 1,265.	....	Ditto.	2096
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326	*Blacker, Mr. Sub-Engineer,* allowed three months, from the date of receipt of this order, to arrange for his transfer to the Pension Establishment.	14th May No. 1,268.	....	11th March 1871, Nos. 224, 225.	2099
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329&330	*Land.*—Circular from the Government of India regarding the capitalization of the abatement of assessment of revenue consequent on the taking up of — for large projects, communicated to the Chief Engineer for Irrigation and to Superintending Engineers.	14th May No, 1,270.	....	7th March 1872, Nos. 133, 134. 8th March 1872, Nos. 156, 157.	2100
331&332	*Solitary Cells, Kurnool District.*—The sale by public auction of the materials of certain —, authorized.	14th May No. 1,271.	....	13th Sept. 1871, No. 121, Mis.	2101
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432&433	*Rolled Iron Joist Bars.*—Passing orders on letter from the General Superintendent of Public Works Stores and Workshops intimating the description of — required from England.	14th May No. 1,324.	....	25th April 1872, Nos. 398, 399.	2192
434&435	*Road.*—Passing orders on papers relative to the construction of a — from Peermede to Cumbum.	14th May No. 1,325.	....	20th March 1872, No. 184, Mis.	2193
436&437	*Captain Pennycuick.*—Passing orders on letter from the Superintending Engineer of the 8th Division reporting that he has appointed — to the Dindigul Range.	14th May No. 1,326.	....	5th Jan. 1872, No. 26, Mis, 8th Feb. 1872, No. 71, Mis. 27th March 1872, No. 614. 9th April 1872, Nos. 135—137.	2194

1 Index numbers of the Proceedings.	2 Subjects.	3 Dates of Proceedings.	4 Date of report to Secretary of State for India.	5 Numbers and dates of previous Proceedings.	6 Page
		1872.			
438&439	*Accident.*—Report, submitted by the Consulting Engineer, of an — to a watchman on the Madras Railway on the 2nd May 1872, recorded.	14th May No. 1,327.	....	....	2196
440&441	*Lascars.*—Proposal of the Superintending Engineer of the 7th Division to reduce the number of lascars attached to his office establishment and to re-distribute their salaries, sanctioned.	14th May No. 1,328.	....	....	2197
442&443	*Cash payments.*— Passing orders on letter from the Superintending Engineer of the 1st Division bringing to notice the inconvenience experienced in restricting — made by Overseers to petty contractors.	14th May No. 1,329.	....	28th Aug. 1871, Nos. 364—374.	Ibid
444&445	*Deaths in Trains.*—The Consulting Engineer for Railways informed that all — should be reported to the Police in view to inquests being held, and the attention of the Railway authorities requested to be drawn to the necessity for the strict adherence to the rules in future.	14th May No. 1,330.	....	....	2200
446&447	*Lieutenant Dorward.*— Passing orders on letter from the Superintending Engineer of the 1st Division relative to the travelling allowance of— .	14th May No. 1,331.	....	16th April 1872, Nos. 231, 232.	2201
448&449	*Accident.*—Report, submitted by the Consulting Engineer, of a fatal — to a night watchman on the Madras Railway on the 1st May 1872, recorded.	14th May No. 1,332.	....	....	2202
450&451	*Profit and Loss.*—The writing off to — of the loss incurred by the sale of a self-acting lathe belonging to the Madras Irrigation and Canal Company, sanctioned.	14th May No. 1,333.	....	28th July 1871, Nos. 488, 489.	2203
452&453	*Fives Court.*— Estimate of Rs. 390 for lengthening the — of the European Regiment at Bellary, sanctioned.	14th May No. 1,334.	....	23rd Nov. 1871, No. 164, Mis.	2204
454&455	*Meeting (Railway).*— Minutes of Meeting held on the 7th May 1872, approved with remarks.	18th May No. 1,335.	....	29th July 1870, Nos. 453, 454. 19th Dec. 1871, Nos. 332, 333. 26th Feb. 1872, Nos. 413, 414. 17th April 1872, Nos. 260—262.	2205
456&457	*Returns of Expenditure.*— Letter from the Government of India, intimating that the question of modifying the — prescribed in Accountant General's Circulars Nos. 41 of 1870, and 1 of 1871 is under consideration, recorded.	14th May No. 1,336.	....	14th Feb. 1871, Nos. 307, 308. 24th April 1871, Nos. 368—370.	2208

1 Index numbers of the Proceedings.	2 Subjects.	3 Dates of Proceedings.	4 Date of report to Secretary of State for India.	5 Numbers and dates of previous Proceedings.	6 Page
458&459	*Solitary Cells at Cannanore.*—Estimate of Rupees 400 for providing iron grated doors inside the present batten doors of the —, sanctioned.	1872. 14th May No. 1,337.	....	....	2208
460&461	*Public Works.*— Report of the damages occasioned to — in the 4th Division during the recent storm, recorded.	14th May No. 1,338.	....	....	2209
462&463	*Mr. Executive Engineer Sage.*—Passing orders on correspondence between the Superintending Engineer of the 8th Division and — relative to the repair of the compound wall round the Protestant Burial-ground at Pangalamcoorchy.	14th May No. 1,339.	....	9th Jan. 1857, No. 11. Eccl. Dept. 28th July 1869, Nos. 672, 673. 22nd March 1872, No. 200, Mis.	2212
463A463B	*Carnatic Railway.*— Passing orders on letter from the Consulting Engineer for Railways reporting the results of the examination of the route for the junction of the — with the Great Southern of India Railway.	14th May No. 1,339A.	....	27th March 1871, Nos. 645—647. 14th Sept. 1871, Nos. 216, 217. 21st Sept. 1871, Nos. 361A, 361B.	2217
464&465	*Grant of overtime and bonuses.*—Letter from the Government of India requesting information in regard to the grant of — in the Engineering Department of the Madras Railway, communicated to the Consulting Engineer with instructions.	18th May No. 1,340.	....	....	2238
466&467	*Mr. Chisholm, Consulting Architect to Government.*—Passing orders on the subject of the remuneration to be paid to — for architectural services rendered in connection with the new Central Station at Madras.	18th May No. 1,341.	....	....	Ibid
468	*The Government of India* addressed on the subject of the construction of a Breakwater at Madras and orders requested for the immediate commencement of the work.	18th May No, 1,342.	....	....	2244
469&470	*Contract Bonds.*— Circular from the Government of India, deciding that the insertion of a clause in — giving Government the power to stop works when it desires to do so is not desirable for the present, communicated to Superintending Engineers.	29th May No. 1,343.	....	9th Nov. 1871, Nos. 165, 166. 8th March 1872, Nos. 165—175.	2245
471&472	*Revenue Account.*—Letter from the Government of India passing orders on the — of the Carnatic Railway for the second half of 1871, communicated to the Consulting Engineer for Railways.	29th May No. 1,344.	....	15th April 1872, Nos. 167, 168. 18th April 1872, Nos. 266—268.	2246
473&474	*New Telegraph Office at Madras.*—Letter from the Government of India approving, with remarks of the revised plans for the —, communicated to the Consulting Architect with instructions.	29th May No. 1,345.	....	4th April 1872, Nos. 41—43.	2247

1 Index numbers of the Proceedings.	2 Subjects.	3 Dates of Proceedings.	4 Date of report to Secretary of State for India.	5 Numbers and dates of previous Proceedings.	6 Page
475&476	*Medical Stores.*—Indent, submitted by the Consulting Engineer, for — required from Engineer for the Madras Railway, ordered to be forwarded for the sanction of the Government of India.	1872. 29th May No. 1,346.	....	....	2247
477	*The Government of India* asked to sanction the above Indent.	29th May No. 1,347.	....	....	2248
478&479	*Establishment.*— Letter from the Government of India passing orders on the subject of the — of the Madras Railway and the proposed increases to certain of the servants of the Company, communicated to the Consulting Engineer with instructions.	29th May No. 1,348.	....	12th April 1872, Nos. 182—185. 15th April 1872, Nos. 217—219. 17th April 1872, Nos. 260—262.	Ibid
480&481	*Establishments.*- Letter from the Government of India passing orders on the explanation regarding the provision made in the Budget of 1872-73 on account of salaries of — for the Great Southern of India Railway, communicated to the Consulting Engineer with instructions.	29th May No. 1,349.	....	29th April 1872, Nos. 429—431. 29th May 1872, Nos. 478, 479.	2250
482&483	*Native Infantry and Cavalry Lines at Bellary.*— Estimate of Rupees 10,330 for the removal of the prickly-pear near the —, sanctioned with remarks.	29th May No. 1,350.	....	28th April 1871, Nos. 456, 457.	2251
484&485	*Lands.*—Statement, submitted by the Consulting Engineer, showing the — taken up for Railway purposes during the second half of 1871, ordered to be forwarded to Government of India.	30th May No. 1,351.	....	11th Dec. 1868, Nos. 245, 246. 8th Oct. 1870, Nos. 137, 138.	2252
486	*The Government of India* furnished with the above statement.	30th May No. 1,352.	....	Ditto.	2254
487&488	*Serjeant Sanderson.*— Exempting, with remarks, — from passing the prescribed vernacular examination.	30th May No. 1,353.	....	23rd Jan. 1870, Nos. 288, 289. 23rd June 1871, Nos. 423, 424. 22nd Sept. 1871, Nos. 388, 389.	Ibid
489&490	*Boat.*—The construction of the — required for the Executive Engineer in charge of the Western Delta Range, Kistna District, ordered to be deferred.	30th May No. 1,354.	....	18th April 1872, Nos. 283—285.	2255
491—495	*Supervisor Vyapoory Pillay* degraded to the bottom of the list of Supervisors, and transferred to do duty in the 7th Division.	31st May No. 1,355.	....	20th Sept. 1871, Nos. 337, 338. 22nd March 1872, No. 200, Mis.	2256
2 copies 496&497	*Local Fund Overseer Poonoosawmy Pillay.*—The Superintending Engineer of the 3rd Division informed that — cannot be appointed as a Taluq Overseer until he passes the prescribed test.	31st May No. 1,356.	....	....	2261

1 Index numbers of the Proceedings.	2 Subjects.	3 Dates of Proceeding.	4 Date of report to Secretary of State for India.	5 Numbers and dates of previous Proceedings.	6 Page
		1872.			
498&499	*Railway.*—Letter from the Secretary to the Chief Commissioner of Mysore, intimating that instructions have been issued to the Magistracy for dealing severely with cases of violating the Railway Act, communicated to the Consulting Engineer and to the Judicial Department.	31st May No. 1,357.	....	13th March 1872, Nos. 306—309.	2262
500&501	*Towing-paths of Delta Canals in the Godavery and Kistna Districts.*—Letter from the Government of India, declining to sanction the proposal to repair the — from the income derived from the works, and making certain observations relative to the required provision of funds, communicated to the officers concerned with insiructions.	31st May No. 1,358.	....	25th March 1872, Nos. 568—570.	2263
502&503	*Standard Plans.*—Circular from the Government of India forwarding — of accoutrement pegs and shelves, communicated to the Military Department and to the Superintending Engineers.	31st May No. 1,359.	....	12th Feb. 1864, Nos. 257, 258.	2264
504&505	*Compensation.*— Rupees 6 being paid to a Revenue Peon of Jummalamadoogoo as — for a hut in the Police lines, sanctioned.	31st May No. 1,360.	....	....	Ibid
2 copies 506&507	*New Central Station, Madras.*—Ordered that the estimate, submitted by the Consulting Engineer, for certain alterations and additions to the permanent-way at the — be forwarded for the sanction of the Government of India.	31st May. No. 1,361.	....	....	2265
Do 508	*The Government of India* requested to sanction the above.	31st May No. 1,362.	....	....	Ibid
Do 509&510	*Ordinary Agricultural Works.*—Letter from the Government of India, approving of the proposed redistribution of the extra grant for— for 1872-73, and desiring the early submission of the establishment of Capital and Revenue Accounts of Irrigation Works, communicated to Superintending Engineers.	31st May No. 1,363.	....	9th April 1872, Nos. 135—137.	2266
Do 511&512	*Stores.*— Letter from the Government of India, allowing the value of the — despatched in the ship *Fury* and lost in transit between England and India to be charged to the Capital Account of the Madras Railway, communicated to the Consulting Engineer.	31st May No. 1,364.	....	22nd May 1872, Nos. 392—394.	Ibid
Do 513&514	*Lists of sanctions for works.*—Proceedings of the Government of India prescribing submission of quarterly and half-yearly —, communicated to the Consulting Engineer for Railways.	31st May No. 1,365.	....	....	2267

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PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MATTERS OF ROUTINE,

FOR THE MONTH OF MAY 1872.

GOVERNMENT OF MADRAS.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
1	*Railway.*—The Consulting Engineer furnished with a copy of a letter from the Directors of the Madras Railway Company to their Agent at this Presidency.	1st May 1872.	....
2	*Police works in the* 1st, 3rd, *and Wynaad Divisions.*—Plans and estimates for —, referred to the Judicial Department.	1st do. do.	....
3	"*Profit and Loss.*"—The value of certain office furniture sold in the 1st Division to be written off the books of the 4th Range of the Godavery District.	1st do. do.	....
4	*Correspondence.*—Letter from the Superintending Engineer of the 1st Division regarding postage demanded from the Master Attendant, Madras, on account of certain bearing letters, transferred, with observations, to the Public Department.	1st do. do.	4th Oct. 1871, No. 20, Mis.
5	*Applications for pension.*— Proceedings in the Pension Department relative to the delay in disposing of — of certain individuals in the 1st Division, communicated to the officer concerned.	1st do. do.	....
6	*H. Janekeramiah.*—Proceedings in the Pension Department intimating that no reason can be seen for altering the decision already arrived at with regard to the service of — under the Court of Wards, communicated to the Superintending Engineer of the 2nd Division.	1st do. do.	....
7	*Forms of application for pension and gratuity, etc.*—Proceedings in the Pension Department on a reference relating to —, communicated to the Controller of Public Works Accounts.	1st do. do.	12th April 1872, No. 118, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
8	*Bar at Bimlipatam.*—Proceedings in the Marine Department declining to sanction the proposed outlay on — in the absence of a report from the Superintending Engineer on the matter, communicated to the officer concerned.	1st May 1872.	....
9	*Roads in the Neilgherry Circle.*—Proceedings in the Financial Department relative to the source from which funds should be provided for certain —, communicated with remarks to the Superintending Engineer of the 7th Division.	1st do. do.	....
10	*Road from Keelapaloor to Teroomanoor.*—Proceedings in the Financial Department sanctioning an estimate for the construction of — in the Trichinopoly District, communicated to the Superintending Engineer of the 6th Division.	1st do. do.	....
11	*Moberly, F. J., Colonel, R. E.*, permitted to leave the 2nd Division and proceed to Madras by the steamer expected to depart from Masulipatam on the 6th instant.	3rd do. do.	26th Mar. 1872, No. 251, Mis.
12	*Correspondence.*—Proceedings in the Public Department regarding the despatch of — to Simla and Calcutta.	3rd do. do.	....
13	*Do.*—The Superintending Engineer of the 4th Division furnished with spare copies of certain orders.	3rd do. do.	17th Sept. 1870, No. 311.
14	*Stationery for the 3rd Division.*— Letter from the Superintending Engineer respecting the indent for — for 1872-73. Lodged.	3rd do. do.	21st Oct. 1869, Nos. 427, 428.
15	*Budget-Estimates.*—Proceedings in the Financial Department reviewing the — of the Calicut, Cochin, and Tellicherry Municipalities for 1872-73, communicated to the Superintending Engineer of the 7th Division.	3rd do. do.	....
16	*Do.*—Do. of Rajahmundry and Ellore do. do. 1st Division.	3rd do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
17	*Budget-Estimates.*—Proceedings in the Financial Department reviewing the — of the Vizagapatam, Vizianagram, Bimlipatam, and Palcondah Municipalities for 1872-73, communicated to the Superintending Engineer of the 1st Division.	3rd May 1872.	....
18	*Plumbago Melting Pots.*—The General Superintendent of Public Works Stores required to furnish the explanation requested on the subject of the alleged careless packing of — lately sent to Calcutta.	3rd do. do.	....
19	*Note by Colonel Walker, Chief Engineer,* relative to the protection of the Salt Depôt yard at Mangalore.	3rd do. do.	24th April 1872, Nos. 381—383.
20	*Gun-powder Manufactory.*—Approximate estimate, etc., for certain works at —, referred to the Military Department with a Note by the Chief Engineer.	3rd do. do.	29th April 1872, No. 264, Mis.
21	*Civil Pension Code.*—The Superintending Engineer of the 2nd Division informed where to find the —.	4th do. do.	12th April 1872, No. 118, Mis.
22	*Correspondence.*—The Superintending Engineer of the 3rd Division informed that G. O. No. 8,726 is in supersession of G. O. No. 874 of 1872.	4th do. do.	30th Mar. 1872, Nos. 643, 644.
23	*Railway.*—Circular from the Government of India forwarding type drawings of small culverts and barrel drains, communicated to the Consulting Engineer for Railways.	4th do. do.	8th Feb. 1872, No. 73, Mis.
24	*Police Works.*—Plans and estimates for certain —, referred to the Judicial Department.	4th do. do.	....
25	*Sailors' Hospital at Cochin.*—Proceedings in the Public Department issuing instructions for the conversion of the Bonded warehouse into —, being proceeded with, etc., communicated to the Superintending Engineer of the 7th Division.	4th do. do.	21st Mar. 1872, No. 382, Public Dept.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
26	*Villages around Railway Stations.*—Proceedings in the Revenue Department on a reference by Colonel Roberts regarding the preparation of plans of —, communicated to the Superintending Engineer of the 8th Division.	4th May 1872.	10th July 1871, No. 71, Mis. 26th Mar. 1872, No. 244, Mis.
27	*Tripod, etc., belonging to the late Mint.*—Proceedings in the Military Department sanctioning the transfer of — for use at the Gun Carriage Manufactory in breaking up unserviceable guns, communicated to the General Superintendent of Public Works Stores.	4th do. do.	6th May 1865, No. 688, Military Dept.
28	*Hudson, Conductor, Sub-Engineer.* — Captain Beatty to ascertain from — at Vizagapatam, the cause of his delaying his departure on the two years' leave on medical certificate which was lately granted.	4th do. do.	....
29	*Crow, Serjeant, Supervisor.*—An advance of Rupees 50 sanctioned to — to enable him to join his appointment in the Bellary District.	4th do. do.	....
30	*First-class Talook Cutcherries.*—The Judicial Department to be furnished with twenty copies of the revised design of — when lithographed.	4th do. do.	....
31	*Captain Neill's Salary.*—Letters from the Superintending Engineer of the 7th Division and the Controller of Public Works Accounts relative to the delay in —, transferred to the Military Department.	6th do. do.	....
32	*Plans of lands around Railway Stations.*—Proceedings in the Revenue Department sanctioning the continued entertainment of the lascars employed in connection with the preparation of—, communicated to the officers concerned.	6th do. do.	2nd Aug. 1871, No. 12, Mis. 26th Mar. 1872, No. 244, Mis.
33	*Chepauk Park.*—Proceedings in the Revenue Department passing orders on the subject of crediting the receipts from — to the Provincial Service Funds, communicated to the Superintending Engineer of the 4th Division and to the Controller of Public Works Accounts.	6th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
34	*Ferry Act.*—Proceedings in the Revenue Department extending the provisions of — to certain ferries in the Tinnevelly District, communicated to the Superintending Engineer of the 8th Division.	6th May 1872.	22nd July 1870, No. 86, Mis.
35	*Vellore Central Jail.*—Proceedings in the Judicial Department sanctioning the work of removing the gate in the outer wall of — being undertaken by the Superintendent, and the other works by the Public Works Department, communicated to the Superintending Engineer of the 4th Division.	6th do. do.	8th Mar. 1872, No. 92, Mis.
36	*Establishment for watching the Polaveram River Banks.*—Proceedings in the Financial Department relative to the provision made in the Rajahmundry Circle Budget for 1871-72 being struck out by the Board of Revenue, communicated to the Superintending Engineer of the 1st Division.	6th do. do.	11th May 1872, Nos. 282, 283.
37	*Moberly, A. S., Colonel, R. E.*—Letter from — relative to the appointment which he may hold on his return from furlough to Europe. Lodged.	6th do. do.	....
38	*Expenditure.*—Statement, submitted by the Controller of Public Works Accounts, of — as compared with grants up to the end of February 1872. Lodged.	6th do. do.	31st April 1871, No. 1, Mis.
39	*Correspondence.*–The Consulting Engineer for Railways furnished with additional copies of certain orders.	6th do. do.	....
40	*Local Fund Public Works Budget Estimate for* 1872-73.—Letter from the Government of India requesting the early submission of —, communicated, with instructions, to the Board of Revenue.	7th do. do.	....
41	*Goddard, Lieutenant-Colonel, R. E.*—Report of the salary rules elected by —, communicated to the Controller of Public Works Accounts.	7th do. do.	....
42	*Coach-houses and Stables at Chepauk.*—Funds placed at the disposal of the Superintending Engineer for the erection of —.	7th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
43	*Road.*—Proceedings in the Financial Department sanctioning the construction of — from the Irrigation Company's Bridge at Kotalla to where the road leaves the bund of the Nundial tank in the Kurnool District, communicated to the officers concerned.	7th May 1872.	....
44	*Roads in the Godavery District.*—Proceedings in the Financial Department sanctioning estimates for the gravelling of —, communicated to the Superintending Engineer of the 1st Division.	7th do. do.	....
45	*Jails and Cutcherries.*—The Superintending Engineer requested to state the — at which the plan of latrine in use in the Coimbatore Municipality may be adopted.	7th do. do.	13th Mar. 1872, Nos. 294, 295.
46	*Bangalore Bank* versus *Mr. Hudson.*—Mr. Wright informed that the Government cannot interfere in the case of —.	7th do. do.	4th May 1872, No. 28, Mis.
47	*Grainger, Mr., General Superintendent of Public Works Stores,* granted three months' privilege leave.	7th do. do.	....
48	*Chembrumbaukum Tank Project.*—Telegram from the Government of India declining proposals with regard to —, and stating how the balance necessary to complete the work may be met. Recorded.	8th do. do.	....
49	*Leggatt, Mr., Executive Engineer,* granted one month's preparatory leave.	8th do. do.	....
50	*Correspondence.*—Passing orders on a letter from the Superintending Engineer of the 8th Division requesting to be furnished with spare copies of certain orders.	8th do. do.	13th April 1872, No. 134, Mis. 17th April 1872, No. 181, Mis.
51	*8th Division Unanswered Reference List.*—Permission granted for the removal of certain orders from —.	8th do. do.	1st Oct. 1869, Nos. 5, 6.

Tabular Statement of matters of Routine, etc.—(Continued.)

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
52	*Vellore Central Jail.*—Letter from the General Superintendent of Public Works Stores intimating that certain articles at — are not required by the Store Department communicated to the Superintending Engineer of the 4th Division.	8th May 1872.	....
53	*Budget Estimates for* 1872-73.—Proceedings in the Financial Department on — of the Cuddapah Municipality, communicated to the Superintending Engineer of the 3rd Division.	8th do. do.	....
54	*Do. Erode.*—Do. do. 7th Division ...	8th do. do.	....
55	*Do. Kurnool.*—Do. do. 3rd Division ...	8th do. do.	....
56	*Do. Nellore.*—Do. do. 2nd Division ...	8th do. do.	....
57	*Do. Cuddalore.*—Do. do. 5th Division ...	8th do. do.	....
58	*Do. Conjeveram*—Do. do. 4th Division ...	8th do. do.	....
59	*Chigwin and Maddoor Lunkas.*—Proceedings in the Revenue Department relative to the abatement of peishcush as compensation for — in the Nedadavole Zemindary required for the conservancy of the Godavery Anicut, communicated to the Superintending Engineer of the 1st Division.	8th do. do.	....
60	*Rifle Range at Berhampore.*—Proceedings in the Military Department relative to the construction of — in the Ganjam District, communicated to the Superintending Engineer of the 1st Division with an intimation that the work will be deferred till 1873-74.	8th do. do.	11th May 1871, Nos. 199, 200.
61	*Shed.*—Proceedings in the Military Department sanctioning the construction of — for the protection of Commissariat Carts at Bellary, communicated to the Superintending Engineer of the 3rd Division.	8th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
62	*Special Appeal Suit No.* 483 *of* 1871.—Proceedings in the Revenue Department relative to the dismissal of —, regarding the bursting of the Tanichiem Tank in the Madura District, communicated to the Superintending Engineer of the 8th Division.	8th May 1872.	2nd Oct. 1871, No. 4, Mis.
63	*Hudson, Conductor.*—The Quarter Master General requested to provide a passage to Europe for — by the steamer which is expected on the 11th instant.	8th do. do.	8th May 1872, No 65, Mis.
64	*Railway.*—The Consulting Engineer furnished with a copy of a letter from the Directors of the Carnatic Railway Company to their Agent at this Presidency.	8th do. do.	....
65	*Hudson, Conductor.*—Letter from — requesting the provision of a passage to Europe, and explaining the cause of his overstaying his preparatory leave, communicated to the Controller of Public Works Accounts.	8th do. do.	27th Mar. 1872, No. 263, Mis. 8th May 1872, No. 63, Mis.
66	*Nizampatam Canal Side Channels.*—Passing orders on an application for a transfer of funds for the completion of — in the Kistna District.	8th do. do.	....
67	*Soobroya Achary.*—Mr. Ellis permitted to bring — from Vellore to Madras.	8th do. do.	....
68	*District Jail at Tanjore.*—Proceedings in the Judicial Department sanctioning the proposed improvements to —, communicated, with observations, to the Superintending Engineer of the 6th Division.	10th do. do.	....
69	*Northern Road.*—The Chief Secretary furnished with the explanations requested of the causes of the difference of the estimated cost per mile of the several sections.	10th do. do.	12th April 1872, No. 116, Mis.
70	*Stamping Presses.*—The Chief Secretary to furnish any drawings or papers that explain the manner in which the — lately sent to Calcutta are to be set up.	10th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
71 & 72	*Moberly, Colonel, and Goddard, Lieutenant-Colonel.*—Report of the former officer receiving charge of the 4th Division Office from the latter.	10th May 1872.	....
73	*Correspondence.*—Orders by the Government of India relative to the despatch of — to Simla and Calcutta. Lodged.	10th do. do.	....
74	*Brickford's safety fuze for blasting.*—The Superintending Engineer of the 1st Division requested to state whether the — required for use on the line of ghaut under construction in Jeypore can be supplied from the stores at Dowlaishweram.	10th do. do.	29th April 1872, Nos. 314, 315, Financial Dept.
75	*Gravel for roads in the Godavery District.*—The Superintending Engineer of the 1st Division requested to submit, through the President of the Local Fund Board, such explanation as he may have to offer relative to his alleged refusal to call for tenders for the carrying of —.	10th do. do.	18th April 1872, No. 189, Mis.
76	*Local Fund Budget.*—Proceedings of the Board of Revenue on — of the Canara Circle for 1872-73. Recorded.	11th do. do.	....
77	*Railway.*—Sanction declined to the recommendation to permit Mr. Sheward of the Great Southern of India Railway to take two months' privilege leave in two monthly instalments with a month's interval between them.	11th do. do.	....
78	*Revetting the north bank at Vypeen.*—Proceedings in the Marine Department sanctioning the excess outlay on —, communicated to the Superintending Engineer of the 7th Division.	11th do. do.	8th Mar. 1872, Nos. 152, 153.
79	*New Jail at Waltair.*—Proceedings in the Judicial Department issuing instructions for the transfer of — to the Superintendent of the Jail at that station, communicated to the Superintending Engineer of the 1st Division.	11th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
80	*Road between Merkanum and Pondicherry.*—Proceedings in the Financial Department relative to the necessity for the completion of — in the South Arcot District, communicated to the Superintending Engineer of the 5th Division.	11th May 1872.	....
81	*Salem Municipality.*—Passing orders on Proceedings in the Financial Department reviewing the Budget Estimates of — for 1872-73.	11th do. do.	....
82	*Town of Mannargudi.*—Proceedings in the Financial Department on Captain Oakes' scheme for the supplying of water to —, communicated to the Superintending Engineer of the 6th Division.	11th do. do.	....
83	*Cholera along Trunk Road in the Ganjam District.*—Proceedings in the Revenue Department relative to the occurrence of —, communicated to the Superintending Engineer of the 1st Division.	11th do. do.	....
84	*Punkahs.*—Proceedings in the Military Department relative to the provision of funds for — at Cannanore, Calicut, and Malliapoorum, communicated to the Superintending Engineer of the 7th Division.	11th do. do.	1st Dec. 1868, Nos. 28—30. 29th Jan. 1872, Nos. 519—561, paragraph 4.
85	*Rogers, Captain, R. E.*—Proceedings in the Military Department referring to the Government of India the application of — for the reward for passing in a vernacular, communicated to the officer concerned.	11th do. do.	....
86	*Police Buildings.*—Estimates for — in the Vizagapatam and Nellore Districts, referred to the Judicial Department.	11th do. do.	....
87	*Tiffin-room for the Presidency College.*—Mr. Chisholm informed that his plan for — has been approved, but is retained for embellishment, etc.	11th do. do.	10th Jan. 1872, No. 125,
88	*Powder Magazine at the Mount.*—The Secretary to Government in the Military Department requested to state the source from which it is proposed to provide funds for the traverses round the —.	11th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
89	*Sappers and Miners.*—The Controller instructed to arrange for the transfer of funds necessary on account of work done by — on the Coonoor ghaut.	11th May 1872.	21st Mar. 1872, No. 192, Mis.
90 & 91	*Public Works Establishments.*—The Government of India furnished with a copy of the list of —, and informed that six copies were despatched to Calcutta on the 15th March last.	13th do. do.	Letter to the Secretary of State for India, dated 22nd Mar. 1872, No. 6.
92	*Warrant of Precedence.*—The Superintending Engineer of the 3rd Division informed that the — will be found published at page 1,200*b* of the Gazette for 1871.	13th do. do.	11th April 1872, Nos. 159, 160.
93	*Coimbatore Municipality.*—Proceedings in the Financial Department on the Budget Estimates of — for 1872-73, communicated to the Superintending Engineer of the 7th Division.	13th do. do.	....
94	*Salt Cotaur Platform at Mangalore.*—Proceedings in the Revenue Department sanctioning the execution of the work advocated by Colonel Walker for the protection of —, communicated to the Superintending Engineer of the 7th Division.	13th do. do.	24th April 1872, Nos. 381—383.
95	*Alleged ill-treatment of people seeking employment at Samulcottah.*—Proceedings in the Revenue Department on the reports of the local Engineer officers on the subject of —, communicated to the Superintending Engineer of the 1st Division.	13th do. do.	11th Mar. 1872, No. 105, Mis.
96	*Cuddapah Zillah School-house.*—Proceedings in the Educational Department sanctioning the additional sum required to complete the repair of —, communicated to the Superintending Engineer of the 3rd Division.	13th do. do.	....
97	*Troops at the Race-course Barracks.*—Proceedings in the Military Department sanctioning an estimate for keeping up water supply on Sundays to — at Bangalore, communicated to the Superintending Engineer of the 5th Division.	13th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
98	*Quarterly Lists of Officers and Subordinates.*—The Superintending Engineers of the 4th and 6th Divisions informed of the necessity for filling up the recommendation column in —.	13th May 1872.	....
99	*Punkahs at the General Hospital.*—Mr. P. Orr furnished with the Committee's report on his scheme for the pulling of — by steam power.	13th do. do.	3rd April 1872, No. 1.
100	*Objectionable Items.*—Letter from the Controller of Public Works Accounts submitting the statement of — of outlay in Range Officer's accounts for February 1872, and intimating that the new form will be adopted from next month. Lodged.	13th do. do.	29th April 1872, Nos. 427, 428.
101	*Architectural Remains.*—Reports of — in the several divisions of the Madras Presidency for the year ended 31st December 1871. Lodged.	13th do. do.	3rd June 1857, Nos. 9, 10.
102	*Executive Staff of the Cuddapah District.*—Proceedings in the Financial Department calling attention to orders relative to the strengthening of — of the Public Works Department. Recorded.	13th do. do.	23rd Mar. 1872, Nos. 541, 542. 14th May 1872, Nos. 287, 288.
103	*Objectionable Items.*—Statement of — in the accounts of the 4th Division for February 1872. Lodged.	14th do. do.	....
104	*Do. do.*—Do. 6th do. do. ...	14th do. do.	....
105	*Nicholson, Assistant Surgeon.*—Proceedings in the Public Department relative to the date from which the services of — will be available for testing lime-stones, etc. Recorded.	14th do. do.	17th April 1872, Nos. 241—251.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
106	*Bance, Mr. Sub-Engineer.*—Certain promotions made in consequence of — ceasing to be a member of the Public Works Department.	14th May 1872.	....
107	*McKeon, B., Overseer.*—Report of the death of —at the General Hospital, Presidency, communicated to the Superintending Engineer of the 7th Division.	14th do. do.	....
108	*Metalliny Roads in the South Arcot Dstrict.*—Proceedings in the Financial Department sanctioning estimates for —, communicated to the Superintending Engineer of the 5th Division.	14th do. do.	4th April 1872, No. 14, Mis.
109	*Road Fund Balances.*—Proceedings in the Financial Department directing that the distribution of — made between the Chetterpore and Chicacole Circles be allowed to stand, communicated to the Superintending Engineer of the 1st Division.	14th do. do.	23rd Nov. 1871, Nos. 159, Mis.
110	*Road from Tinnevelly to Streeviguntum.* — Proceedings in the Financial Department sanctioning the revised estimate for the construction of —, communicated the Superintending Engineer of the 8th Division.	14th do. do.	1st Oct. 1870, No. 2, Mis. 16th Nov. 1871, No. 71, Mis. Revenue Dept.
111	*Ooriya Language.*—Proceedings in the Revenue Department relative to the Board's proposals for the passing of —, and the Rooshkooliah Project and an alternative project for irrigating the Berhampore Taluq, communicated, with instructions, to the Chief Engineer for Irrigation and to the Superintending Engineer of the 1st Division.	14th do. do.	19th Jan. 1872, Nos. 346, 347.
112	*Bance, Mr. Sub-Engineer.*—Instructions issued with regard to the steps to be taken for the transfer of — to the Pension Establishment.	14th do. do.	20th Feb. 1872, Nos. 323, 324. 14th May 1872, No. 106, Mis.
113	*Rates for Iron Bridge-work.*—Major Kennedy requested to report on — as shown by Messrs. Grainger and Norfor, and especially with reference to the Sonoor Bridge Estimate.	14th do. do.	21st Mar. 1871, Nos. 495—497.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
114	*Verandah at the Chepauk Foundry.*— Mr. DeClosetts addressed on the subject of his bill for charges connected with the construction of —, and furnished with certain papers regarding the balance to his debit in his account with the Government.	14th May 1872.	12th April 1872, No. 114, Mis.
115	*Suspension and Dismissals.*— Reports of — for the half-year ended 31st March 1872. Lodged.	14th do. do.	....
116	*Smith, Mr. R.*—Report of —, assuming charge of the 2nd Division. Notified.	14th do. do.	....
117	*Williams, Mr.*— Report of the appointment of —, as Taluq Overseer in the Nangunery Taluq. Lodged.	14th do. do.	17th April 1867, Nos. 380, 381. 3rd May 1872, Nos. 764—780. Petition Dept.
118	*5th Division Administration Report.*— Letter stating the cause of delay in the snbmission of — for 1871-72. Lodged.	14th do. do.	....
119	*Local Fund Budget.*—Proceedings of the Board of Revenue on — of the Trichinopoly Circle for 1872-73. Recorded.	14th do. do.	....
120	*Power, Mr. J., Overseer.*—Report of the death of — in the Coimbatore District. Lodged.	14th do. do.	....
121	*Ramiah, A., Supervisor,* promoted to the rank of Sub-Engineer of the 3rd grade.	15th do. do.	....
122	*Marchant, Mr. Taluq Overseer.*—Major Kennedy informed that the post of — in Wynaad may be filled up —.	15th do. do.	....
123	*Hudson, Conductor, Sub-Engineer.*—Letter from — on the subject of the stoppage of his pay, referred to the Superintending Engineer of the 3rd Division for report.	15th do. do.	....
124	*Tiffin-Room for the Presidency College.*— The approved plan of —, forwarded to the Superintending Engineer of the 4th Division, with instructions to prepare and submit an estimate for the work.	15th do. do.	11th May 1872, No. 87, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
124A	*Noyel Bridge.*—The Superintending Engineer of the 7th Division directed to examine and report on —, and to state the probable cost of a masonry structure.	15th May 1872.	27th Nov. 1871, No. 185, Mis. 22nd Jan. 1872, Nos. 354—356.
125	*Spare copies of printed papers.*—Circular relative to the number of — required by the Government of India.	16th do. do.	....
126	*Major Law and Conductor Hudson.*—Last pay certificates of —, forwarded to the Home Government.	16th do. do.	15th May 1872, No. 123, Mis.
27	*Correspondence.*—The Government of India furnished with copies of the papers requested in connection with the Collector's report on Public Works in the Kistna District for 1870-71.	16th do. do.	1st Feb. 1872, Nos. 6—8.
128	*Mr. Robertson's Report on the Harbours of India.* — Letter from the Resident in Travancore and Cochin acknowledging the receipt of a copy of —. Lodged.	16th do. do.	30th April 1872, No. 287, Mis.
129	*Railway.*—Report of the death of a Passenger, Native Non-Commissioned Officer, at the Coimbatore Station on the 24th April last. Recorded.	16th do. do.	....
130 & 131	*Objectionable Items.*—Passing orders on the Statement of — in the accounts of the 1st Division for February 1872.	16th do. do.	....
132	*Office of Examiner of Railway Accounts.*— A grant of Rupees 25 per mensem to meet the contingent charges of —, sanctioned.	16th do. do.	....
133	*Form of Contract Bond.*—The Superintending Engineer, 3rd Division, informed of the orders which have been communicated on the subject of—.	16th do. do.	20th June 1870, Nos. 264, 265. 28th Aug. 1871, Nos. 364—374.
134	*Recommendation Roll.*—Letter from the Superintending Engineer of the 4th Division re-submitting, with explanations, the — of officers and subordinates. Lodged.	16th do. do.	13th May 1872, No. 98, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
135	*Bellary Timber Accounts.*—Letter from the Controller reporting the deputation of an accountant to examine the — . Lodged.	16th May 1872.	....
136	*Expenditure on Irrigation Works.*— Letter from the Superintending Engineer of the 3rd Division, intimating that statements of — from 1856-57 to 1870-71 have been furnished to the Collectors in the Division. Lodged.	16th do. do.	6th Nov. 1869, Nos. 130, 131. 30th Oct. 1871, Nos. 470, 471. 30th April 1872, Nos. 450—455.
137 & 138	*3rd Division Office.*—Reports of handing over and receiving charge of — . Notified.	16th do. do.	....
139	*Inundation at Vellore.*—Letter from the Superintending Engineer of the 4th Division, submitting the original report on —. Lodged.	16th do. do.	....
140	*Hannan, Mr. Assistant Engineer, and Ramiah, Supervisor.*—Passing orders on a letter from the Superintending Engineer of the 1st Division, recommending the promotion of — .	17th do. do.	15th April 1871, Nos. 178, 179. 12th April 1872, No. 115, Mis.
141	*Pattans.*—The Superintending Engineers, etc., instructed to submit the return required by the Government of India of — employed under their orders.	17th do. do.	....
142	*Travellers' Bungalow at Pennacondah.*—Proceedings in the Revenue Department approving of proposals for the improvement of — communicated, with remarks, to the Superintending Engineer of the 3rd Division.	17th do. do.	....
143	*Road.*— Proceedings in the Revenue Department sanctioning the commencement of — from Dindigul towards Trichinopoly and from Pulni towards Dharapuram in the Madura District to meet existing pressure, communicated to the Superintending Engineer of the 8th Division.	17th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
144	*Land in the North Arcot District.*—Proceedings in the Revenue Department granting to ryots certain — till wanted by the Railway Company, communicated to the Consulting Engineer for Railways.	17th May 1872.	....
145	*Funds.*— Passing orders on Proceedings in the Financial Department, requesting a grant from Provincial to Local Funds for public works in the Vizagapatam District.	17th do. do.	23rd June 1870, Nos. 307, 308.
146	*Roads.*—Proceedings in the Financial Department sanctioning an estimate for the construction of a road from Kottagiri to Metapolliem in the Neilgherry Circle, communicated to the Superintending Engineer of the 7th Division.	17th do. do.	....
147	*Taluq Cutcherries and Subsidiary Jails.*—Proceedings in the Judicial Department sanctioning estimates and revised designs for — in the North Arcot District, communicated, with instructions, to the Superintending Engineer of the 4th Division.	17th do. do.	19th Oct. 1871, No. 138, Mis.
148	*Irrigation and Canal Company.*—Statement of the expenditure of — for February 1872 in comparison with the Budget allotment. Lodged.	17th do. do.	25th April 1872, No. 253.
149	"*Madras Standard.*"—Proceedings in the Public Department suspending the order directing the removal of — from the list of newspapers to which papers placed at the disposal of the Press are furnished. Lodged.	17th do. do.	....
150	*Examiner of Railway Accounts.*—Letter from —, reporting the submission of proposals for extra establishment. Lodged.	17th do. do.	10th May 1872, Nos. 189, 190.
151	*Neilgherry Local Fund Budget.*— Proceedings of the Board of Revenue on — of 1872-73. Recorded.	17th do. do.	....
152	*Native Infantry Hospital at Vizagapatam.*—Letter from the Superintending Engineer of the 1st Division requesting early orders on the plan and estimate for the construction of — . Lodged.	17th do. do.	14th May 1872, Nos. 269—271.

No.	Subject and Order.	Date of Order.	Dates of previous, Orders.
153	*Falvey, Sub-Conductor, Overseer.*—Letter from the Superintending Engineer of the 6th Division, recommending the promotion of — . Lodged.	17th May 1872.	27th May 1872, No. 221, Mis.
154	*Correspondence.*—Circular from the Government of India relative to the despatch of — to Simla. Lodged.	17th do. do.	....
155	*Delay in submission of Accounts.*—Letter from the Superintending Engineer of the 1st Division relative to — in certain ranges for January 1872. Lodged.	17th do. do.	....
156	*Engraving Machine.*—The indent, submitted by the General Superintendent of Public Work Stores, for — , forwarded to the Home Government.	17th do. do.	30th April 1872, Nos. 460—463.
157	*Annual List of Public Works Officers.*—Messrs. Binny and Co. informed where they may be obtained.	17th do. do.	....
158	*McKeon, B., Overseer.*—Letter from the Superintending Engineer of the 7th Division, reporting the death of — .	17th do. do.	....
159	*Hudson, Conductor.*—Letter from the Superintending Engineer of the 1st Division reporting that — left Vizagapatam for Madras on the 11th instant. Lodged.	17th do. do.	4th May 1872, No. 28, Mis.
160	*Tanks at Vellore and Barracks, etc., at Arcot.*—Instructions issued to the Superintending Engineer of the 4th Division relative to the proposed abandoning of the tanks and the provision of accommodation in the barracks for the families of the 14th and 17th Regiments.	17th do. do.	11th May 1872, Nos. 204, 205.
161	*Income Tax Act of* 1872.—Circular from the Government of India relative to the working of —, communicated to the Controller of Public Works Accounts.	17th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
162	*8th Division Unanswered Reference List.*—Permission granted for the removal of certain orders from—.	18th May 1872.	5th May 1870, No. 27, Mis.
163	*Railway.*—The Consulting Engineer directed to expedite the submission of the information required by the Government of India relative to the rates to be charged for the carriage of construction material for the Neilgherry Branch of the Madras Railway.	18th do. do.	12th Mar. 1872, Nos. 248, 249.
164	*Railway.*—Memorandum from the Government of India requesting the early submission of the information required relative to the cost of former watering arrangements at the Bangalore Station, communicated to the Consulting Engineer.	18th do. do.	11th April 1872, Nos. 165, 166.
165	*Police Works.*—Proceedings in the Judicial Department sanctioning estimates for — in the Kurnool and Ganjam Districts, and returning for revision a plan of privy at Vythery, communicated, with instructions, to the officers concerned.	18th do. do.	....
166	*Church at Chicacole.*—Proceedings in the Ecclesiastical Department sanctioning from "Civil Buildings" the charge for repairs required to —, communicated to the Superintending Engineer of the 1st Division.	18th do. do.	....
167	*Line of Telegraph.*—Proceedings in the Foreign Department on the opinion of the Commander-in-Chief relative to the maintenance of — with Hyderabad *via* Bezwada in the Kistna District, in efficient order, communicated to the Superintending Engineers of the 2nd and 3rd Divisions.	18th do. do.	....
168	*Skittle Pins and Balls.*—Letter from the Superintending Engineer of the 5th Division intimating that the report required relative to — in the stores at Bangalore has been already submitted. Lodged.	18th do. do.	2nd Nov. 1871, Nos. 20, 21. 20th Feb. 1872, Nos. 336, 337. 3rd May 1872, Nos. 53, 54.
169	*The Consulting Engineer* furnished with copies of forms of half-yearly reviews of Revenue Accounts.	18th do. do.	13th May 1872, Nos. 229, 230.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
170	*Dorward, Lieutenant, R. E.*—Report of the arrival of — at Cocanada. Lodged.	18th May 1872.	....
171	*Railway.*—Schedule of the Proceedings of the Consulting Engineer from the 1st to 15th April 1872. Lodged.	18th do. do.	....
172	*Ruined houses, etc., at Vellore.*—Instructions issued relative to the disposal of — of the 13th. 14th, and 27th Regiments and the granting of compensation to the families concerned.	18th do. do.	18th May 1872, No. 160, Mis.
173	*Warrant Officers' Quarters.*—Proceedings in the Military Department on orders by the Government of India relative to the paying of rent for —, situated within the prison compound in which they may be officials, communicated to the Superintending Engineers.	20th do. do.	....
174	*Vernacular Examination.*—The Superintending Engineers requested to submit the names of the officers who are desirous of presenting themselves for — on the 1st July next.	21st do. do.	....
175	*Railway.*—The Consulting Engineer's letter, etc., relative to the rates to be charged for the conveyance of construction materials, returned for revision with reference to orders recently communicated.	21st do. do.	14th May 1872, Nos. 337, 338.
176	*Stamping Presses.*—The Mint Master, Calcutta, furnished with such drawings as can be found to aid in the mounting of — lately sent to Calcutta.	21st do. do.	....
177	*Police Works.*—Plans and estimates of — proposed to be carried out in the 2nd, 3rd, and 7th Divisions, referred to the Judicial Department.	21st do. do.	....
178	*Examination of Accounts*.—Notes by the Controller, of —of the Hospett and the Raidroog Ranges of the Bellary District, communicated to the Superintending Engineer of the 3rd Division.	21st do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
179	*Borrowing Money.*—Proceedings in the Public Department on orders by the Government of India prohibiting Uncovenanted Officers from — of natives in the districts in which they may be employed, communicated to the Superintending Engineers.	21st May 1872.	....
180	*Police Works.*—Proceedings in the Judicial Department sanctioning plans and estimates for station-houses, huts, etc., in the Ganjam, North Arcot, and Bellary Districts, communicated to the Superintending Engineers concerned.	21st do. do.	4th May 1872, No. 24, Mis.
181	*Native Garrison Hospital at Trichinopoly.*—Proceedings in the Military Department sanctioning the conversion of — into quarters for an Apothecary, communicated to the Superintending Engineer of the 6th Division with remarks.	21st do. do.	22nd Mar. 1872, No. 209, Mis.
182	*Semboolingum, Supervisor*, granted one month's leave on medical certificate.	21st do. do.	....
183	*Statistical Returns.*—Memorandum from the Government of India forwarding copies of — of the Province of Coorg for 1870-71. Lodged.	21st do. do.	....
184	*Correspondence.*—The Superintendent of Revenue Survey furnished with a copy of G. O., No. 1849, of 1860.	21st do. do.	....
185	*T. Parthasarthy Iyengar, Supervisor*, transferred from the North Arcot to the Tinnevelly District.	21st do. do.	....
186	*Military General Orders.*—Passing orders on a letter from the Superintending Engineer of the 3rd Division requesting to be furnished with copies of —.	22nd do. do.	6th Jan. 1871, No. 27, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
187	*Deputy Collector's Office at Trikalore.*—Mr. Chisholm drawings and estimate, etc., for — in the South Arcot District, forwarded, with instructions, to the Superintending Engineer of the 5th Division.	22nd May 1872.	26th April 1872, No. 257, Mis.
188	*Chepauk Compound.*—Proceedings in the Public Department requesting the issue of a treasury order in favour of Mr. Pennington to meet the current expenses of —, communicated to the Superintending Engineer of the 4th Division.	22nd do. do.	....
189	*Rajahmundry Central Jail.*—Proceedings in the Judicial Department sanctioning plan and estimate for a workshop at —, communicated to the Superintending Engineer of the 1st Division.	22nd do. do.	....
190	*Provincial Funds.*—Proceedings in the Judicial Department on an application for an increase to the allotment from —, for the Tinnevelly Road Fund Circle, communicated to the Superintending Engineer, 8th Division.	22nd do. do.	....
191	*Weather in Tanjore.*—Proceedings in the Revenue Department on the report of the Collector on —, communicated to the Superintending Engineer of the 6th Division.	22nd do. do.	....
192	*Lock Hospital System in Bengal.*—Proceedings in the Military Department relative to the working of —, in Bengal, communicated to the Superintending Engineers concerned.	22nd do. do.	....
193	*Anderson, Mr. B.*—Letter from the Agent, Madras Railway, relative to — serving on the Committee appointed to report on the Madras Pier. Lodged.	22nd do. do.	13th May 1872, Nos. 222, 223.
194	*Administration, etc., Reports.*—Letter from the Superintending Engineer of the 1st Division relative to the despatch of —. Lodged.	23rd do. do.	....

Tabular Statement of matters of Routine, etc.—(Continued.)

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
195	*River Bank at Gogummatum.*—Explanation of the excess over the estimate for — in the Godavery District. Lodged.	23rd May 1872.	30th April 1872, Nos. 464, 465.
196	*Completion Certificates.*—Explanation from the Superintending Engineer of the 3rd Division relative to the delay in the submission of — for works in the Kurnool Range, accepted.	23rd do. do.	19th Dec. 1870, Nos. 437, 438. 18th Mar. 1871, Nos. 453, 454. 30th Oct. 1871, Nos. 470, 471.
197	*Government House Furniture.*—Instructions issued for placing the sum of Rupees 5,000 at the disposal of the Private Secretary on account of —.	23rd do. do.	24th April 1872, No. 368—370.
198	*Vellore Central Jail, etc.*—Proceedings in the Judicial Department relative to the damage caused to — by recent floods, communicated to the Superintending Engineer of the 4th Division.	23rd do. do.	20th April 1872, No. 214, Mis.
199	*Railway Officials.*—Proceedings in the Judicial Department relative to the proposed exemption of certain — from serving as jurors, communicated to the Consulting Engineer for Railways.	23rd do. do.	....
200	*Apothecary at the Government Hospital, Trichinopoly.*—Proceedings in the Judicial Department allowing the — to occupy the house used as a Lock Hospital, communicated to the Superintending Engineer of the 6th Division.	23rd do. do.	11th Mar. 1872, No. 313. Judl. Dept.
201	*Vellore Central Jail.*—Proceedings in the Judicial Department relative to the damage caused to —, by the recent storm, communicated to the Superintending Engineer of the 4th Division.	23rd do. do.	20th April 1872, No. 214, Mis. 23rd May 1872, No. 198, Mis.
202	*Moonesawmy Moodelliar, Draughtsman, in the 3rd Division.*—Orders in the Pension Department relative to the delays in dealing with the application of — for pension, and the filling up of posts of applicants for pension, communicated to all Superintending Engineers.	23rd do. do.	22nd Oct. 1866, Nos. 505, 506. 12th Nov. 1870, No. 63, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
203	*Postal Building at Satoor.*—The Post Master General informed of the amount available for — after providing for other works.	23rd May 1872.	....
204	*Brock, Mr. S.*—Letter from the Government of India intimating the grant of three months' privilege leave to —, and the arrangements for conducting the duties of the Controller's Office during Mr. Brock's absence, communicated to the Controller of Public Works Accounts.	23rd do. do.	11tn April 1872, No. 97, Mis.
205	*Civil Engineering College.*—Instructions relative to the submission of a revised estimate for utilizing the accommodation in —, and intimation given that no provision need be made for Mr. Doderet.	23rd do. do.	....
206	*Local Fund Budget.*—Proceedings of the Board of Revenue on — of the Kurnool Circle for 1872-73. Recorded.	23rd do. do.	....
207	*Greenaway, Lieutenant.*—Letter from Colonel Greenaway, requesting the appointment of — to the Public Works Department. Lodged.	23rd do do.	....
208	*Taking up of land for large Projects.*—Circular from the Government of India relative to the capitalization of the abatement of assessment of revenue consequent on —. Lodged.	23rd do. do.	14th May 1872, Nos. 329, 330.
209	*Cochin Harbour Works.*—Certain plans of — returned to the Superintending Engineer of the 7th Division.	23rd do. do.	2nd May 1872, Nos. 31, 32.
210	*Railway.*—Letter from the Consulting Engineer relative to the arrival and departure of trains on the 1st June next at Raichore. Lodged.	23rd do. do.	14th May 1872, Nos. 387, 388.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
211	*Kistna Boat Licenses.*—A petition, with certain papers on the subject of —, transferred to the Public Department.	27th May 1872.	....
212	*Kamal Saib, Cart Contractor, Bellary.*—The Superintending Engineer to obtain and submit information on the subject of the claim of —.	27th do. do.	2nd March 1872, Nos. 34, 35.
213	*Cyclone in the Chingleput District.*—Proceedings in the Revenue Department on the subject of the effects of —, communicated to the Chief Engineer for Irrigation and to the Snperintending Engineer of the 4th Division.	27th do. do.	....
214	*Salt-pans at Levingepuram.*—Proceedings in the Revenue Department sanctioning an estimate for the re-opening of — in the Tinnevelly District, communicated to the Superintending Engineer of the 8th Division.	27th do. do.	....
215	*Roads in the Salem District.*—Proceedings in the Revenue Department sanctioning the transfer of certain — from the Public Works to the Revenue Department, communicated to the Superintending Engineer of the 5th Division.	27th do. do.	....
216	*Magazine at Cannanore.*—The Superintending Engineer instructed to submit a plan and estimate for the construction of — for the European Infantry Regiment.	27th do. do.	....
217	*Berhampore and Chicacole Municipalities.*—Proceedings in the Financial Department passing orders on — for 1872-73, communicated to the Superintending Engineer of the 1st Division.	27th do. do.	....
218	*Coonoor do.*—Do. do. Superintending Engineer of the 7th Division.	27th do. do.	....
219	*Nellore Local Fund Budget.*—Proceedings of the Board of Revenue on — for 1872-73. Recorded.	27th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
220	*Vizagapatam and Nursipatam Local Fuud Budgets.*—Proceedings of the Board of Revenue on — for 1872-73. Recorded.	27th May 1872.	....
221	*Falvey, Sub-Conductor.*—Revised return of officers and subordinates in the 6th Division with recommendation of — for promotion. Lodged.	27th do. do.	13th May 1872, No. 98, Mis. 17th May 1872, No. 153, Mis.
222	*Seconding of Royal Engineer Officers.*—Proceedings in the Military Department on Horse Guards. Circular relative to —. Recorded.	27th do. do.	....
223	*The Examiner of Railway Accounts* furnished with a copy of the new form of Quarterly Progress Report.	27th do. do.	29th June 1870, No. 1,558.
224	*Correspondence.*—The Executive Engineer, Wynaad, furnished with copies of certain orders.	27th do. do.	17th Aug. 1871, No. 1,393.
225	*Accounts of the Virdachellum Range.*—The Superintending Engineer to report the cause of the delay in the submission to the Controller of — for March last.	27th do. do.	11th May 1872, Nos. 196, 197.
236	*Mr. Carroll* informed that he may offer his services to any Superintending Engineer for re-employment as a Taluq Overseer.	27th do. do.	27th May 1872, No 227, Mis.
227	*Do.*—Letter from the Superintending Engineer of the 2nd Division relative to the character formerly borne by — in the Public Works Department. Lodged.	27th do. do.	27th May 1872, No. 226, Mis.
228 & 229	*Railway.*—The Government of India furnished with an explanation of the cause of the delay in supplying the information desired relative to the conveyance of railway material for construction purposes.	28th do. do.	18th Dec. 1871, Nos. 325, 326. 22nd April 1872, Nos. 324, 325. 14th May 1872, Nos. 337, 338. 18th May 1872, No. 163, Mis.
230	*Veerasawmy Naidoo, Accountant.*—The Superintending Engineer of the 8th Division requested to furnish further information on the subject of the proposed re-entertainment of —.	28th do. do.	....

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
231	*Commissariat Godown at Calicut.*—Plan and estimate for additions and alterations to — returned, with remarks, to the Superintending Engineer.	28th May 1872.	....
232 & 233	*Objectionable Items (Imperial).*—Passing orders on the statement of — in the accounts of the 2nd Division for February 1872.	28th do. do.	....
234	*Do. do.*—4th (Provincial) do.	28th do. do.	....
235	*Do. do.*—7th (Imperial) do.	28th do. do.	....
236	*Police.*—The Superintending Engineer of the 7th Division requested to submit a plan and estimate for the provision of the accommodation required by — employed in guarding convicts at Ootacamund.	28th do. do.	13th Mar. 1872, Nos. 120, Mis.
237	*Railway.*—Proceedings in the Judicial Department, relative to the light sentence passed by a Sub-Magistrate in the North Arcot District on two men who were convicted of trespassing on the Railway, communicated to the Consulting Engineer.	28th do. do.	....
238	*Great Northern Road.*—Proceedings in the Financial Department transferring to the Local Boards concerned estimates for the completion of — in the Godavery, Vizagapatam, and Ganjam Districts, communicated to the Superintending Engineer of the 1st Division.	28th do. do.	....
239	*Port of Porto Novo.*—Proceedings in the Revenue Department sanctioning the erection of two boundary pillars to indicate the limits of —, communicated to the Superintending Engineer of the 5th Division.	28th do. do.	....
240	*Lawrence Asylum.*—The Government of India requested to issue early orders on the subject of —, with a view to arrangements being made for employing the convicts at the Jail.	28th do. do.	31st Oct. 1871, No. 493. 6th May 1872, Nos. 120, 121.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
241	*Junction Canal.*—Report of the progress of — between Negapatam and Vedarniem for March 1872. Lodged.	28th May 1872.	....
242	*Cheque Books* —A supply of — forwarded to the Collector of the Godavery District.	28th do. do.	....
243	*Estimate* for trap-door of the Treasury at Tammore-code returned to the Superintending Engineer of the 2nd Division.	28th do. do.	19th Nov. 1870, Nos. 362, 363.
244	*Cutcherries in the Bellary, etc., Districts.*—Instructions issued to all Superintending Engineers relative to the provision of funds, etc., for —.	29th do. do.	....
245 & 246	*Objectionable Items (Imperial).*—Passing orders on the statement of — in the accounts of the 5th Division for February 1872.	29th do. do.	....
247	*Koondah Road, Neilgherry Circle* —Proceedings in the Financial Department intimating that the — has been abandoned and that no further outlay from provincial funds should be incurred on it, communicated to the Superintending Engineer of the 7th Division.	29th do. do.	1st May 1872, No. 9, Mis.
248	*Smith and Thompson, Captains.*—The former to officiate as Under Secretary to Government in the Public Works Department and the latter to officiate as Deputy Consulting Engineer for Railways.	29th do. do.	....
249	*Railway.*—Schedule of the Proceedings of the Consulting Engineer for Railways from 16th to 30th April 1872. Lodged.	29th do. do.	....
250	*Chicacole School.*—The Superintending Engineer furnished with further instructions relative to the transmission of the detailed estimate required of — in the Ganjam District.	29th do. do.	....

No.	Subject and Order.	Date of Orders.	Dates of previous Orders.
251	*Scott, Captain, R. E., Under Secretary to Government, Public Works Department,* granted fifteen days' preparatory leave under the furlough regulations.	29th May 1872.	....
522 & 253	*Local Fund Budgets for* 1872-73.—Explanation of the Board of Revenue relative to the delay in the submission of —, forwarded to the Government of India.	30th do. do.	13th April 1872, No. 134, Mis. 7th May 1872, No. 40, Mis.
254	*Police Works.*—Plans and estimates for — in the Kurnool, Nellore, and South Canara Districts, referred to the Judicial Department.	30th do. do.	....
255	*Acting Taluq Overseers in the* 2nd *Division.*—Letter from the Superintending Engineer relative to the proposed permanent appointment of —, communicated to the Controller of Public Works Accounts.	30th do. do.	....
256	*Magazine at the Mount.*—The Superintending Engineer of the 4th Division directed to submit an estimate for the construction of the proposed traverses at —.	30th do. do.	29th April 1872, No. 264, Mis.
257	*Sub-Collector's Cutcherry.*—Letter from the Superintending Engineer of the 1st Division requesting an estimate and specification for the standard design of —, communicated to Mr. Chisholm with instructions to expedite the submission of the required documents.	30th do. do.	20th Nov. 1871, Nos. 350, 351. 8th Dec. 1871, No. 148, 149. 13th Dec. 1871, No. 82, Mis.
258	*Local Fund Budgets.*—Proceedings of the Board of Revenue on — of the Calicut and Tellicherry Circles for 1872-73. Recorded.	30th do. do.	....
259	*Hope Island Light-house.*—The Superintending Engineer of the 1st Division requested, by telegram, to state whether the plan and estimate of — called for in June last are ready.	30th do. do.	6th June 1871, No. 41, Mis.

No.	Subject and Order.	Date of Order.	Dates of previous Orders.
260	*Railway.*—Telegram from the Government of India intimating sanction to an indent for 1,000 tarpaulins for use on the Madras Railway —, communicated to the Consulting Engineer.	31st May 1872.	14th May 1872, Nos. 262, 263.
261	*Wallajahpett Municipality.*—Proceedings in the Financial Department on the Budget of — for 1872-73, communicated to the Superintending Engineer of the 4th Division.	31st do. do.	....
262	*Road.*—Proceedings in the Financial Department sanctioning plans and estimates for the improvement of — from Chitamadagy to the Hoossoor Ferry in the Bellary District, communicated to the Superintending Engineer of the 3rd Division.	31st do. do.	....
263	*Stationery supplied to Local Fund Boards.*—Proceedings in the Financial Department again requesting the information required regarding the cost of —, communicated to the Superintending Engineer of the 2nd Division.	31st do. do.	....
264	*School-house at Streevellipoottoor.*—Proceedings in the Financial Department on the subject of the correspondence which has passed between Colonel Roberts and the Director of Public Instruction relative to the plan and estimate for — to be built by the Church Missionary Society, communicated to the Superintending Engineer of the 8th Division.	31st do. do.	15th Nov. 1866, Nos. 311, 312. 8th July 1871, No. 59, Mis. 25th Nov. 1871, Nos. 272, 273.
265	*Blacker, Mr. Sub-Engineer.*—Letter from the Superintending Engineer of the 5th Division intimating the steps to be taken for the transfer of — to the Pension Establishment. Lodged.	31st do. do.	11th Mar. 1872, Nos. 224, 225. 14th May 1872, No. 326.
266	*Tablets on the Jogada Nowgam Rock.*—The revised design and estimate for protecting the — in the Ganjam District, forwarded to Captain Beckley with instructions to report whether the work can be executed on the spot and at what cost.	31st do. do.	29th Feb. 1872, No. 226, Mis.

PROCEEDINGS OF THE MADRAS GOVERNMENT,

PUBLIC WORKS DEPARTMENT.

For the month of May 1872.

No. 1. Read again letter from the Superintending Engineer, 7th Division, dated 29th February 1872, No. 254, and recorded in Proceedings, dated 6th March 1872, No. 74.

Read also the following letter from the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 13th April 1872, No. 7 :—

In reference to G. O. No. 593, dated 4th March 1872, I have the honour to report that I personally examined the roof of the Mangalore Military Hospital when at that station in February last, and have since made all the inquiries possible regarding it. The building is a very old one, and the last thorough repair done to it appears to have been in 1852, when some portion of the roof was renewed; the enclosed Memorandum shows the cost of the very slight repairs it has undergone during the last ten years.

2. The roof timbers are ordinary couples of jungle-wood; it was the custom (a very bad one) in former days to countersink the collar beam into the rafter equivalent to very much reducing its scantling; in the present instance several of the rafters of the building are broken at the point of junction of the collar beam with the rafter, while all the others have at the same point sagged so much as to render it absolutely necessary to renew the whole roof as contemplated in the estimate, which work, for the reason given in my letter No. 232, dated 7th February 1872, I directed to be carried out on emergency. I trust therefore that the estimate will be sanctioned and funds allotted for the work at an early date to allow of its completion before the monsoon.

	RS.
Amount of Estimate	3,650
Expenditure in 1871-72	1,014
To be provided for in 1872-73	2,636

No. 2. ORDER THEREON, 1st May 1872, No. 1,111.

MILITARY WORKS, No. 1.

THE Government sanction the estimate of Rupees 3,650 for renewing the roof of the Military Hospital at Mangalore, and resolve to provide a sum of Rupees 2,636 for the work from the Reserve in the Imperial Budget under Military.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers :—

No. 3. From the Government of India, Public Works Department (Establishment—General).

(Here enter Nos. 488-505 E.-G., dated 8th April 1872.)

No. 4. From the Superintending Engineer, 2nd Division.

(Here enter No. 156, dated 20th February 1872.)

No. 5. From do. do., 4th Division.

(Here enter No. 4,925, dated 8th March 1872.)

No. 6. From do. do., 5th Division.

(Here enter No. 275, dated 20th March 1872.)

No. 7. From do. do., 8th Division.

(Here enter No. 18, dated 6th April 1872.)

No. 8. From the Special Executive Engineer, Wynaad.

(Here enter No 75, dated 24th February 1872.)

No. 9. From the Officiating Superintendent, Army Clothing Department.

(Here enter No. 99, dated 29th February 1872.)

No. 10. ORDER THEREON, 1st May 1872, No. 1,112.

ESTABLISHMENT, No. 1.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Return showing the number of Orphans connected with the Warrant and Non-Commissioned Officers of the Department Public Works.

Entire Orphans.	Fatherless.	Motherless.	At Roman Catholic Orphanage	At Asylum.	With Parents.	Remarks.
	Mount Range, Chingleput District.					
......	Mary Barringer	......	......	......	Mary Barringer...	The mother, Mrs. Barringer, is at present a School Mistress in the Army School, St. Thomas' Mount; Mary Barringer is a pupil teacher, and Livy Barringer is a pupil in the same school. The surviving parent has not been re-married.
......	Livy Barringer	......	......	......	Livy Barringer.	

Return of Orphans connected with Warrant and Non-Commissioned Officers of the Army Clothing Department.

Entire Orphans.	Fatherless.	Motherless.	At Roman Catholic Orphanage.	At Asylum.	With Parents.	Remarks.
......	......	Sarah Louisa White ...	......	......	Yes.	Surviving Parent re-married.
......	......	Alfred John White ...	......	......	Yes.	
......	......	Anne Harriet White ...	......	......	Yes.	

No. 11. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 1st May 1872, No. 1,113.

ESTABLISHMENT, No. 2.

From Government of India, Nos. 198-222 E.-G., dated 1st February 1872; Nos. 488-505½ E.-G., dated 8th April 1872.
From Secretary to the Lawrence Military Asylum Commission, No. 144, dated 10th January 1872.

Sir,—With reference to the correspondence marginally noted, I am directed to forward, for the information of the Secretary of the Lawrence Military Asylum Commission, a return in the required form showing the orphans who are in any way connected with the Warrant and Non-Commissioned Officers attached to the Public Works Department of this Presidency, as well as a statement of those related to soldiers in the Army Clothing Department. Replies from several of the officers who have been called upon for information are still awaited, and should any additional particulars be obtained, a further communication will, I am to say, be addressed to the Government of India.

No. 12. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 11th April 1872, No. 177:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th April 1872, No. 212.

With reference to your letter No. 207 of the 26th ultimo, I have the honour to state that the Chief Engineer informs me that the offender or offenders who placed the stones on the line at the 295th mile, South-West Line, have not been detected. Mr. Anderson states that the watchman was prosecuted for neglect of duty and sentenced to imprisonment for twenty-seven days.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 21st February 1872, No. 90.

I forward you an extract from a letter* received from the Resident Engineer of the 3rd Division, South-West Line, reporting that stones were placed on the line at the 295th mile:—

* Dated 19th February 1872.

"I have to report that the engine of the 7 A.M. train of yesterday from Madras ran over two stones which were placed on the same rail, at a two feet open culvert, $\frac{294}{8}$ mile. The Inspector went to the place on getting the report, and I joined him there by the 4·15 train of to-day. We did not succeed in finding out anything about the matter, except that a man with large feet had recently passed through the drain.

"The driver states that there was no watchman on the length. I have therefore handed over the watchman, who should have been there, to the Police, and will prosecute him. I have also

directed that the maistry and gang of this length remain on duty as watchmen every Sunday until further notice.

"The only damage done was one chair broken."

To the Acting Consulting Engineer for Railways for information.

(Signed) J. W. MELLIS,
23*rd February* 1872. for *Agent and Manager.*

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 13. ORDER THEREON, 1st May 1872, No. 1,114.

RAILWAY, No. 1.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 14. Read the following letter from the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 9th April 1872, No. 4:—

I HAVE the honour to forward, for the sanction of Government, the under-mentioned estimates which were prepared at the request of the Brigadier General Commanding Malabar and Canara and duly approved of by His Excellency the Commander-in-Chief. Funds can be provided from the Budget allotment of Rupees 2,000 for "Minor New Works," "Military," in the Malabar District for 1872-73:—

1. Cutch stone flooring to the Lavatory of the Barracks on the West Hill, Calicut	Rs.	270
2. Do. do. do. at Malliapuram...	,,	200

No. 15. ORDER THEREON, 1st May 1872, No. 1,115.

MILITARY WORKS, No. 2.

SANCT

(Signed) G. W. R, Colonel, R.E.,
ing Secretary to Government.

No. 16. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 13th April 1872, No. 171 :—

I HAVE the honour to report that when Colonel C. A. Orr, R.E., Secretary to Government, Public Works Department, mentioned to me personally that I was to be transferred to this division, to make room for Colonel Boileau in the 5th Division, I informed that officer that I had heard that there was a project in the Madura District being investigated by special officers totally irrespective of the orders of the Superintending Engineer.

2. Colonel Orr acknowledged that such was the case, and that it had been so arranged for certain special reasons, but that so soon as I assumed charge of the division matters would be set right in this respect by placing the officers of the Perryaur project under my orders, in view to the project being matured under my supervision. No such order, however, was officially passed, and when on my arrival here I found that the scheme was almost completed, I was not inclined to move in the matter, or in any way interfere with the commendations which the special Engineer appointed to this special duty might have earned in the matter.

3. As I now learn that the plans and estimates of the revised project will be laid before Government in the course of a few days, and as Mr. Smith has been transferred* to the 2nd Division as Superintending Engineer, I take the opportunity to request that the Government will be pleased to issue the necessary orders for such further prosecution of the project as may be decided upon being carried out under my supervision, in like manner as in the case of the Streeviguntum Anicut Works in the District of Tinnevelly.

* *Fort St. George Gazette*, dated 26th March 1872.

4. I need scarcely point out that, in the event of the project being carried out independent of this office, there will be great clashing as regards the rates for labour and materials between the regular and the special department, and it would be very difficult, if not impossible, for the Range Officers of the Madura District to carry out sanctioned estimates, when so much of the labour of the district will be allured to the Perryaur by the high rates of pay that are to be there offered them.

5. In conclusion I may mention, merely to show the advisability of the arrangement now recommended, that as Lieutenant Greer, R.E., is going away on three months' leave, and Lieutenant Rawson, R.E., has already left for the Kistna District, there will not be, when Mr. Smith starts for Nellore, a single person left in this district who knows anything regarding the revised project, or who can give the necessary information should the Government make any reference on the subject.

No. 17. ORDER THEREON, 1st May 1872, No. 1,116.

ESTABLISHMENT	3.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Proceedings of the Madras Government, Public Works Department, 1895
1*st May* 1872.

No. 18. Read the following memorandum from the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—Railway), to the Governments of Madras and Bombay; Consulting Engineers, Calcutta, Lahore, and Lucknow; and Accountant-General, Public Works Department, dated Fort William, 2nd April 1872, No. 460-A. R:—

The undersigned is directed to request that the accompanying Forms C and D. may be substituted for those circulated with Public Works Department Resolution Nos. 320—5 A.—R. of the 11th ultimo.

(Signed) P. P. O'CONNELL, Lieut.-Colonel, R.E.,
Offg. Deputy Secretary to the Government of India.

C.

Adjustments *Railway, during the month of* 1872.

	RS.	A.	P.
Interest Accou ______ *Dr.*			
† To Special Funds.			
(for interest on balances)			
Revenue Account ______ *Dr.*			
To Account Current, London.			
for net profits of the month* of			
Revenue Account ______ *Dr.*			
† To Special Funds.			
Revenue Account ______ *Cr.*			
† By Special Funds.			

* As per monthly Revenue Account.
† Here detail funds concerned.

D.

Receipts in and payments from Government Treasuries on account of the Railway, during the month of

	RS.	A.	P.	RS.	A.	P.
Capital.						
Construction advances in cash and bills...						
Payments into Treasury bearing interest...						
,, ,, not ,, ,, ...						
Net Capital Advances...						
Revenue.						
Gross traffic receipts paid into Treasury						
Interest on Revenue balances						
Refunds, etc.						
Advances for working expenses						
Net Receipts...						
Guaranteed Interest.						
Moiety of surplus profits for half-year ending						
Payments to shareholders on account of guaranteed interest						

N. B.—Any differences between the figures given in this statement and those exhibited in the returns prepared by the Provincial Accountant-General must be fully explained.

No. 19. ORDER THEREON, 1st May 1872, No. 1,117.

RAILWAY, No. 2.

COMMUNICATED to the Consulting Engineer for Railways and to the Examiner of Railway Accounts in continuation of G. O., No. 814, dated 22nd March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 20. Read the following endorsement of the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—General), dated Fort William, 11th April 1872, No. 343-A. G. :—

Proceedings of the Government of India, Financial Department (Accounts), dated Fort William, 28th March 1872, No. 2,343.

I AM directed to request that you will be good enough to fix the grant for Provincial Public Works in October of each year so as to admit of the Provincial

Public Works Estimate being prepared and submitted to the Department of Public Works at the same time as the Imperial Estimates. The grant as fixed in October can, like the Imperial Public Works allotment, be altered, if need be, when the general Provincial Financial Statement is made up, but such alteration would probably seldom be heavy if the Public Works allotment be kept at about the same amount from year to year.

COPY forwarded to the Public Works Department, with reference to that department's office memorandum No. 276-A. G., dated 18th March 1872, and to the Comptroller-General, for information.

(Signed) D. BARBOUR,
Offg. Under Secy. to the Govt. of India.

COPY forwarded to the Secretary to the Government of Madras, Public Works Department, for information and guidance.

(By order,)
(Signed) P. P. O'CONNELL, Lieut.-Colonel, R.E.,
Offg. Deputy Secy. to the Govt. of India.

No. 21. ORDER THEREON, 1st May 1872, No. 1,118.

ACCOUNT, No. 1.

COMMUNICATED to the Financial Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 22. Read the following letter from the Examiner of Railway Accounts, to the Secretary to Government, Public Works Department, dated Madras, 23rd April 1872:—

IN accordance with G. O., No. 922, of the 8th April 1872, I have the honour to inform you that I accept the old scale of pay in preference to the present scale.

No. 23. ORDER THEREON, 1st May 1872, No. 1,119.

ESTABLISHMENT, No. 4.

ORDERED that this letter be communicated to the Government of India, with reference to a letter from the Deputy Accountant-General, Public Works Department, to the Controller of Public Works Accounts, dated 23rd March 1872, No. 179-R., and with an intimation that

Captain Moberly returned to his appointment in the afternoon of the 19th February 1872.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 24. (Docket No. 1,120, dated 1st May 1872.)

Copy of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 25. Read the following letter from the Acting Chief Engineer for Irrigation, to the Secretary to Government, Public Works Department, dated Fort St. George, 15th April 1872, No. 4 :—

With reference to paragraph 6 of G. O., No. 935, of the 9th instant, calling upon me to explain the necessity for keeping up the establishment for the control of the Madras Irrigation and Canal Company referred to by the Government of India in their letter printed with Proceedings of the Madras Government of the same date, I have the honour to state that the operations of the Company continue; that an expenditure on Capital Account of Rupees 1,43,000, and on Revenue Account of Rupees 75,792 is anticipated during the year; and that past expenditure in excess of estimates, amounting to Rupees 1,66,35[illegible], has to be accounted for in revised estimates, and generally all questions connected with the winding up of the Company's Accounts with the Government have still to be settled.

2. The Chief Engineer for Irrigation can probably execute the duties of Consulting Engineer to Government for the Company, but his office establishment requires for the present to be supplemented to the extent shown.

3. The charge for contingencies, Rupees 600, is to meet not only the ordinary expenditure in an office usually placed under that head, but the expenses of the carriage of tents, conveyance of lascars and peons during inspection of the works by the Chief Engineer for Irrigation.

No. 26. Order thereon, 2nd May 1872, No. 1,121.

IRRIGATION, No. 1.

Ordered that this letter be forwarded to the Government of India, with reference to paragraph 9 of their orders* on the Madras Irrigation Budget for 1872-73, and with a recommendation that, under the explanation therein afforded, the retention of the office establishment be authorized.

* 12th March 1872, No. 97-A. I.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 27. (DOCKET No. 1,122, dated 2nd May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 28. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Weeyur, 10th April 1872, No. 8:—

IN reply to G. O., No. 874, 3rd instant, I have the honour to report that I hope to get all the field-work of the Eastern Delta, including the Divi Island, finished by June next and the estimates in a few months after.

2. The river did not rise within 10 feet of highest or 7 feet of ordinary high flood in 1871, and in that state cannot reach any part of the irrigable land of Divi; the clearing of the channels would have done no good.

No. 29. ORDER THEREON, 2nd May 1872, No. 1,123.

IRRIGATION, No. 2.

ORDERED that the following letter be sent.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 30. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 2nd May 1872, No. 1,124.

IRRIGATION, No. 3.

SIR,—With reference to letter No. 206-I., dated 7th March, I am directed to inform you that it is anticipated that the field-work in connection with the Eastern Delta, in which the island of Divi is situated, will be completed by June and that the estimates will be submitted a few months later.

2. The Divi Island will eventually be supplied from the Kistna Anicut, water being conveyed to the island by means of an aqueduct over one of the branches of the Kistna.

3. The lands on the island are for the most part on too high a level to obtain a direct supply from the river except when the river is in flood; in 1871 the water in the Kistna was much below the average level from August to November, while the highest flood rose to 10 feet and that for only a day, the ordinary high flood being about 17 feet; hence the failure of crops over a great part of the island.

Read the following letters :—

No. 31. From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Palghaut, 24th February 1872, No. 246 :—

HAVING just inspected the protective works at Cochin, and closely observed their effects on the coast, I have the honour to report, with reference to my letter No., 44 of 30th May 1871, printed with G. O. No. 1,567, dated 12th June 1871, that the whole of the works sanctioned have been, with one exception in which I permitted the plan being departed from, fully carried out, and in every way have acted most satisfactorily, Much of the foreshore, south and north of the light-house, reported as washed away. has been regained, and I hope, with the additions which existing works show to be still necessary, the coast will be able to resist even the heaviest seas which visit it during the monsoon. In my former report to Government quoted above, I merely estimated for such works as were "immediately" necessary; those I consider now required to complete the project are provided for in the enclosed estimate,* and are marked in yellow on the new surveys marked Nos. 1 and 2, which accompany this letter. Groyne (A) has acted famously, having caused the coast to reform by its own length in a perfectly straight line for nearly a mile from it, and the encroachment threatened at the Cocoanut Tope, south of the light-house, has thus been stopped. To secure the beach formed a new groyne, equi-distant with A, B, groynes to be constructed at (A-1) marked in the plan, is wanted. North of the light-house, groyne D should be lengthened 50 feet, an grave-yard groyne E 100 feet, and a new groyne at (F-1) marked in the plan will complete the groynes on this side of the harbour. The turfed bank marked * * * * south of the light-house need not be revetted with stone, as it has consolidated so well that it forms quite sufficiently substantial a barrier to prevent such waves as in high seas may top the crest of the beach from breaking through into the low laying lands in the town.

5 Plans.
2 Estimates.

* Rupees 30,360.

2. At Vypeen the groynes as estimated for have been carried out. They are substantial and well built, answering their purpose admirably, regaining much of the lost foreshore, and rendering the main land perfectly safe; so thoroughly re-establishing the confidence of the proprietors in the vicinity, that they have repaired many of the houses destroyed last year, and a new building is being added to them. The shore between groyne G and H has been well pitched with heavy stones, and now most of them are covered with sand. The shore was formed so quickly between groynes H and J that it was found unnecessary to pitch the space between these groynes with stone as allowed for in the estimate sanctioned. The new formed beach has not been in the least affected by the heavy waves which dashed against it during the last monsoon; stone pitching being much required to the shore east of groyne K; here th stone provided for in the estimate has been successfully used, thoroughly pr ecting this point. During the last monsoon the sea attacked the space to the north of the main groyne G; between this groyne and an old temporary groyne at (L-1), this space was at once protected

with heavy stones, and thus the sanctioned estimate has been slightly exceeded, but only to such an extent as is within my competence to sanction, namely, below 5 per cent. over the estimate; but as such amounts to Rupees 1,115, being over Rupees 500, the Controller points out that a further allotment is necessary; I therefore request that this amount and the balance of the estimate spent, but still unallotted, namely, Rupees 705, or a total of Rupees 1,820, may be at once allotted to cover the expenditure already incurred. The new works necessary for the permanent protection of the Vypeen side of the harbour are as follow: Lengthening groyne J 60 feet; when this groyne was projected, the sea had cut a deep curve in the shore at this point; the groyne has acted perfectly, but requires lengthening in order that the foreshore be still increased and the entrance of the harbour better defined. Temporary groyne (L-1) requires to be permanently constructed 200 feet in length. Groyne L requires raising and strengthening, as the sea now washes over it, and the construction of new groynes at M, N, O, and P are, I deem, much wanted for the protection of the narrow strip of sand noticed in my first report. I have carefully sounded all along the coast in front of this strip of sand from the Cruz Milagre Gap to the harbour entrance, and, though the old sand-bank often referred to in former reports is no longer to be seen, being 2 feet below dead low water, yet the whole of the coast appears now to slope gradually, and does not show any very material change.

3. The small temporary groyne (F) inside the back-water shown on the old survey (also herewith forwarded for reference) has exceeded my expectations; it is now high and dry, having recovered much ground on which huts have already been built. I am therefore of opinion that at least half a dozen smaller pile and bush groynes of from 70 to 100 feet in length, costing about 100 or 150 Rupees each, would be of the greatest service in reclaiming, defining, and strengthening the margin of the land inside the back-water. Though the small embankment raised on the Vypeen Island for a similar purpose to that erected to the south of the light-house has not been topped by the sea during the last monsoon, being only constructed of sand, it has been much damaged, and requires to be more permanently built; this the range officer provides for by using a retaining revetment of earth and turf on each side filled with sand, which, I think, will answer the purpose it is required for; it has therefore been estimated for accordingly. I do not consider it necessary, as suggested by the Chief Engineer in his Note printed with G. O. No. 1,567 of 12th June 1871, that this embankment should be pitched with heavy stones, since it is not intended to resist the action of sea, but simply to prevent an occasional wave overflowing the crest of the beach as already described by me.

4. On reference to Captain Maiden, the Master Attendant of the Port, I find the bar has this year deepened one foot, giving a maximum depth of 12 feet at *dead low water* on the bar against a depth of 11 feet last year, while the bar is reported by the same authority to have shifted to almost opposite the harbour entrance which, I think, is attributable to the permanent strengthening and defining of the shore on each side of the entrance to the harbour, and the consequent more confined and direct current seawards. The bar deepens so rapidly on each side (the actual bar being very narrow), I am of opinion once the Cruz Milagre

Gap is closed if a powerful steam dredge were used on it, four feet might at but little expense be gained, and this at ordinary high tide would give 19 feet of water increased to near 20 in springs, and thus permit ships of heavy tonnage to enter the beautifully protected inner harbour, and I believe that, if the main groyne G were carried out to double its present length, it would probably be unnecessary to dredge the bar more than once in three or four years.

5. As the Government would like to be informed of the progress made on the experimental closing groyne at the Cruz Milagre Gap, I beg to enclose a plan and sections of the gap showing length of groyne constructed to date and that proposed, and the new beach formed as the groyne has been lengthened daily. I have frequently inspected the work during my stay at Cochin, and closely watched the effects of the groyne. I have sounded the gap in front of the groyne frequently, and have had the bed of the gap examined by a diver, and obtained specimens of the soil excavated in six different places in the line of the gap; the original greatest depth of water at the gap at dead low water was 27 feet; this depth, I am glad to say, has not been increased, and the soil here excavated, as stated by the diver, 2 feet below the bed, or 29 feet below low tide, is a stiff blue clay curiously perforated by marine animals (I have sent a specimen of it to you by banghy). This clay is so strong that I do not apprehend its being cut, as the velocity of the discharge at ebb tide is increased by the reduction of the width of the gap. All the other specimens are sand and sand mixed with a slimy mud of the same kind apparently as the specimen sent. By reference to the survey enclosed, marked 3, you will observe that the experimental stone groyne, which is sanctioned to be built 200 feet, is now 115 feet in length. Cross section A is the original cross section of the gap before the groyne was commenced; cross section B as it now is. The sand deposited follows a south-easterly direction. The deposit forms during the flow of the tide into the back-water. The actual length of the beach gained, and now above high tide, coloured yellow, is 150 feet, while a further length of 150 feet has silted into the depth shown in the section, reducing it at its deepest part from 26 to 13 feet, thus taking the length that has been produced by the groyne 115 feet long to be 300 feet. The groyne when 85 feet longer, *i.e.*, completed to its sanctioned length, ought to silt up the pot hole, and, according to its present rate of working, actually over-lap the gap, or probably leave only a few feet to be closed, which appears to be a work that might in a morning be accomplished with a rush. The southern bank, as shown in the survey, has been well piled and revetted; the soil here is sand and mud. The gap on the southern side is unquestionably deepening to the stiff clay at the greatest depth. However much the experimental groyne, as its length increases, may train away the current, very strong current must still find its way out at the gap at ebb tide, and thus cut away the lighter soil below the revetment, and here is the great danger of the work; I have consequently directed rough stone to be placed as shown in cross section B, so as to protect the bank as much as possible, and prevent its cutting below the piled revetment. The work, the Government are, however, fully aware, is but an experimental one, and although I have the greatest hopes of its terminating successfully, yet I think in so very experimental a work it is necessary in case such should be required that funds be available and allotted at once to allow of the further extension of the groyne for 80 feet and strengthening the southern bank to prevent

cutting as beforementioned; as also for what is very likely to be wanted, namely, the cost of making a rush at closing the gap when very narrow, and shutting it up at once with a temporary bund, backing the bund with sand, etc., etc., etc. I therefore submit an estimate* for the work, and strongly recommend its sanction and early provision of funds. It would be a pity, after incurring the heavy expenditure that has already taken place, that the work should fail merely from want of further funds; at the same time I beg to note that, of course, every care will be taken that the work is done as economically as possible, and, if the additional work is not wanted, the amount of the estimate will be saved, and early notice given to Government. It is, however, most essential in the present critical position of the work, when the delay of even a tide might end in the loss of the whole, that the funds estimated should, in case of accident, be at the disposal of this department.

* Rupees 15,277.

6. I have inspected the embankment constructed at Maliapooram by the Cochin Government. The bank, in my opinion, will tend but little to avert the danger of a breach at this point of the coast. Nothing has been done to raise the low crest of the beach, either here or all along the coast, and, if the embankment is ever reached by the sea, it will, as it has already done in some places, collapse, besides being most certainly outflanked. I take this opportunity of most respectfully pointing out to Government that, if they decide on permanently improving the harbour of Cochin, since, from the action already taken, it appears that the first thing to be done is to secure the discharge from the back-water passing only by the harbour outlet into the sea, in order that this may be accomplished, and the coast secured from the danger of being breached, it is necessary that the crest of the coast be maintained at least 3 or 4 feet above high tide mark, and then I feel sure no breach need ever be feared in its present condition. To my mind there appears to be no reason why other breaches, equally troublesome to that at the Cruz Milagre, to close may not on the very first occasion of a severe storm again take place at other points between the Cruz Milagre and Narrikul. Inside the back-water the shore is very undefined and irregular; at but small expense much land might be reclaimed here, thus straightening the margin of the shore, narrowing and directing the current, so as to cause the back-water to deepen, etc., etc. As, however, the whole of this portion of the coast belongs to the Cochin Government, if it is possible that such can be arranged, it is most desirable that the Government acquire the whole of the narrow strip of land between the back-water and the sea, from the village marked in the Ordnance Map "Nair Umbalum," north of the Port of Narrikal to the harbour entrance at Cochin. The transfer of the strip of land in question would be advantageous also for other port conservancy purposes, and while it is true such would deprive the Cochin State of the Port of Narrikul, this question might easily be arranged by the vessels belonging to that Government under certain restrictions being permitted to enter the Cochin Harbour free of port dues, etc., etc., and thus allow of their discharging their cargoes at Ernacolum in the Cochin territory, which would really be a great advantage to the Cochin State, saving the breaking of bulk, land-carriage, and re-shipment now necessary; altogether I think that the Cochin Government would be gainers in getting rid of a strip of land which, if left unprotected as it is now, is in imminent danger of being at any time

much of it washed away, and while being a dead loss to that Government would render nugatory all the attempts of the British Government to improve the only harbour that exists on the west coast south of Sedashaghar or Bombay.

7. To save time I forward this report and estimates through the Master Attendant, Administrative Department, at Madras.

No. 32. From the Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 24th April 1872, No. 2,166.

With reference to your memorandum dated 23rd April 1872, No. 40, I have the honour to inform you that I had intended to visit Cochin early this month, and on my return to send in my report with reference to G. O. No. 634; but as my proposed visit has been unavoidably postponed, I now, according to your request, return the papers with the following remarks.

2. After carefully perusing Colonel Farewell's able report* on the present state of the works which have been completed, and those now in progress at Cochin, I have nothing to add, excepting to express my entire approval of all that has been done under his orders, and up to last October I can testify, from my own observation, that they have been most efficiently carried out by his subordinates.

* Dated February 24th, 1872, No. 246.

3. The work at the Cruz Milagre has progressed most favourably, and I do hope the gap will be closed before the south-west monsoon sets in, and then all will be safe.

4. As out of Colonel Farewell's estimate of Rupees 15,277 for completing this work as yet only Rupees 10,000 have been allotted; I strongly recommend that the balance of Rupees 5,277 be immediately placed at his disposal by telegram.

5. With Colonel Farewell's further recommendations to lengthen the groynes D, E, and I, and construct certain new ones as specified in his report, I entirely concur, adding only this remark that the work of paramount importance is the one now in progress at the Cruz Milagre Gap, and when that is completed, all the others can, in due course, follow when the money is forthcoming.

6. It is very gratifying to know that all the works, which have lately been so efficiently carried out, have proved so eminently successful.

No. 33. Order thereon, 2nd May 1872, No. 1,125.

CIVIL WORKS, No. 1.

Lieutenant-Colonel Farewell's report of 24th February, No. 246, alluded to in G. O. No. 634 of 8th March, has been returned by the Master Attendant, Administrative Department, Madras, with a letter, under date the 24th April. He has nothing to state except

his entire approval of all that has been done and is projected, not having carried out his intended visit to Cochin early in April.

2. The report gives a most satisfactory statement of the result of the protective works at Cochin, south of the harbour, sanctioned in G. O. No. 1,567 of 12th June 1871. Groyne A, especially, the most southerly, "has acted famously, having caused the coast to reform to its own length in a perfectly straight line for nearly a mile in length, and the encroachment threatened at the Cocoanut Tope south of the light-house has thus been stopped." To complete the protection of the coast at Cochin (as distinguished from Vypeen, north of the harbour), the following additional works are advocated, namely :—

	RS.
Groyne A-1, as far south of A as A is of B	2,624
D, or north light-house groyne, to be lengthened 50 feet ... ... } E, or grave-yard groyne, to be lengthened 100 feet ... ... }	2,070
Groyne F-1, additional close to the harbour mouth	1,529

3. The Government observe that groyne A already constructed and groyne A-1 now proposed are *apropos* of Mr. Robertson's remark in page 25 of his report on "the dangers" (of a gap south of Cochin) "being worth bearing in mind." Lieutenant-Colonel Farewell will, therefore, set the new groyne in hand during his present visit to Cochin, if he still considers it desirable. As to the lengthening of groynes D and E, the Government request him to consider, while on the spot, whether it would not be advisable rather to connect the base of the former, the head of the latter, and the base of groyne F as shown in the Survey No. 1, herewith returned, by some sort of revetment or pitched slope in preference to lengthening the groynes, in accordance with Mr. Robertson's remarks on revetments between groynes in page 36 of the Report. Whether revetments or groynes be determined on, however, money will be required, and Government pass the sum allotted for the latter accordingly; also the estimated cost of the new groyne F-1, at a rather exposed angle of the town.

4. Of the protective works carried out on the Vypeen coast, north of the harbour, three were on the river-side one on the sea-shore, and one (G) at their junction. They seem to have done their duty, and it appears to Government that the sum of Rupees 180 and Rupees 1,632 may be well laid out as proposed in raising and lengthening respectively the river-groynes H and J. They also sanction Rupees 449 for raising and strengthening the sea-groyne L. Additional sea-groynes at L-1 between G and L and at M, N, O, and P to cost Rupees 2,773, Rupees 3,732, Rupees 3,732, Rupees 3,732, and Rupees 4,021, are sanctioned as being in accordance with Mr. Robertson's recommendation in page 36, "to extend the line of short groynes all along the shore towards Cruz Milagre," especially as the old sand-bank along this whole strip of shore would appear, from Lieutenant-Colonel Farewell's report, to be more submerged than it used to be. Rupees 231 may also be laid out on a retaining revetment of earth and turf, to prevent occasional waves over-topping the crest of the beach.

5. Inside the back-water it is proposed to lay out Rupees 900 on half a dozen small pile and bush groynes to reclaim, define, and strengthen the margin, where the strip of sand is narrowest; and this proposed outlay is also sanctioned

in consideration of the success of the single work F already carried out with such effect that huts have been built on the ground reclaimed by it.

6. It is understood that Lieutenant-Colonel Farewell has not availed himself of the grant of Rupees 10,000 made for closing the Cruz Milagre Gap in G. O. No. 634 of 8th March, in consequence of no further orders having been passed on his report generally. There need not have been any hesitation on his part to avail himself of the funds then placed at his disposal, but the Government can well understand that it is a work which he would not like to have carried out with the agency at his disposal, except under his own eye, and that he could not possibly spare time at the close of the official year, and just when he expected to be relieved to visit Cochin. They consider (and have already informed him) that it is too late now to make the attempt, as river-freshes may be expected early in May, which would assuredly interfere with the accomplishment of the work, which they do not observe that Mr. Robertson urges as immediate, provided that steps shall have been taken meanwhile to diminish its section, and to protect its sides and the coast line, as has been done. The estimate of Rupees 15,272 will lie over until re-submitted after fresh observations subsequent to the monsoon, and shortly before Lieutenant-Colonel Farewell purposes to undertake the actual work, which will be presumedly not later than January 1873.

7. The sanctions accorded in this order aggregate Rupees 30,360, including Rupees 2,757 for sundries and superintendence, but that whole sum is not immediately available, and it is desirable that an attempt be made to economize on it. This will be done by carrying out the four most northerly sea-groynes at Vypeen simultaneously, only to half the extent of their estimates at first (which is equivalent to two-thirds or three-fourths of their lengths, as the water deepens from the shore). Their effect will be watched, and report made in due time whether the remainder of their cost, viz., Rupees 8,000 (including sundries), will be required in this official year.

8. To provide the balance of Rupees 22,360, funds to the extent of Rupees 20,000 have been made available from Port Funds in the Provincial* Budget, and the remainder will, as the year advances, be provided by transfers.

* Item No. 100.

9. Colonel Farewell's attention is directed to the orders contained in Chapter VI. of the Public Works Code, which require that surveys and maps should be mounted on thin cloth before they are sent to Government. The surveys now on hand are almost in pieces. He will report whether the scale of Mr. O'Shaughnessy's survey (12 inches to a mile) is large enough for the purpose of illustrating his future reports, as in that case it might be lithographed.

10. Paragraph 6 of Lieutenant-Colonel Farewell's report will be referred for consideration of its subject by the Resident of Travancore and Cochin.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 34. Read again letter from the Acting Superintending Engineer, 5th Division, No. 268, dated 12th, and recorded in G. O., No. 160, dated 18th March 1872 :—

Read also the following endorsement of the Acting Superintending Engineer, 5th Division, dated Cuddalore, 3rd April 1872, No. 2.

From the Executive Engineer of the Salem Range, to the Acting Superintending Engineer, 5th Division, dated Salem, 26th March 1872, No. 1,481.

In reply to your memorandum No. 555, dated 20th instant, forwarding copy of G. O., No. 160, dated 18th idem, I have the honour to inform you that arrangements have been made for expending the full amount of the reduced allotment of Rupees 3,890 for the Namkul Taluq Cutcherry.

2. A quantity of materials have been received from the Public Works Stores, which can be paid for in April, also from Messrs. Arbuthnot and Co.

Submitted to Government, with reference to G. O., No. 160, of the 18th March 1872.

(Signed) J. VERTUE, Captain, R.E.,
Acting Superintending Engineer, 5th Division.

No. 35. Order thereon, 3rd May 1872, No. 1,126.

CIVIL WORKS, No. 2.

In G.O., No. 452, dated 17th February 1872, the grant of Rupees 6,000 for the Namkul Taluq Cutcherry was reduced to Rupees 3,890, as the actual outlay to 30th November 1871 had been only Rupees 613-6-2 ; and as nearly half the grant in the preceding year was unexpended and lost to the department there was good reason for concluding that the reduced amount would suffice in the current year. In the letter first printed above the Superintending and Executive Engineers object to the reduction of the grant, and having been called on to report the particulars of the full amount expected to be disbursed in the year that has just closed, they state that arrangements have been made for disbursing the full amount of the reduced allotment but without giving any particulars.

2. The Government are constrained to observe that Mr. Executive Engineer Lawford's letter, No. 1,383, dated 29th February 1872, endorsed by Captain Vertue, Acting Superintending Engineer, was an unnecessary reference.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 36. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 11th April 1872, No. 176 :—

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus, on Tuesday, the 9th April 1872.

PRESENT :

Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways.
Captain C. J. SMITH, R.E., Deputy Consulting Engineer for Railways.
Lieutenant C. H. P. CHRISTIE, R.E., Assistant do. do.
Captain C. M. MOBERLY, Examiner of Railway Accounts.
Mr. F. B. HANNA, for Chief Engineer, Madras Railway.
,, W. B. WRIGHT, Locomotive Superintendent, Madras Railway.
,, H. E. CHURCH, Traffic Manager, Madras Railway.
,, F. CHURCH, Chief Auditor, do.
,, J. CRAMP, Chief Accountant, do.
,, R. B. ELWIN, Agent and Manager, do.

THE under-mentioned applications for advances and payments on account of "Capital" and "Revenue," submitted by the Chief Auditor, were passed :—

MADRAS RAILWAY—CAPITAL.		RS.	A.	P.
Locomotive Muster Roll	Jan. 1872	7,287	15	5
Construction and Maintenance as per statement ...	,, ,,	1,50,360	2	8
Salaries—				
General Management	Feb. ,,	7,854	7	0
Police and Telegraph Departments	,, ,,	816	10	0
General Superintendence	,, ,,	6,552	3	11
Locomotive Department	,, ,,	2,818	2	3
Salt Cotaur, Madras Central Station, and Perambore Works	,, ,,	1,186	14	4
Madras Division	,, ,,	78	15	10
Second do., South-West Line	,, ,,	107	15	9
Third do., do.	,, ,,	294	15	11
Fourth do., do.	,, ,,	556	3	8
Districts I. and II., Neilgherry Branch	,, ,,	2,055	1	7
First Division, North-West Line	,, ,,	145	6	2
Second do., do.	,, ,,	970	7	8
Third do., do.	,, ,,	1,809	14	0
Contingencies—				
General Management	,, ,,	242	0	10
Abstract of stores purchased	Mar. ,,	44,428	11	6
		2 27,566	4	6

MADRAS RAILWAY—REVENUE.				
Locomotive Muster Roll	Jan. 1872	33,843	8	5
Construction and Maintenance as per statement ...	,, ,,	36,511	1	1
Salaries—				
General Management	Feb. ,,	8,513	7	10
Police and Telegraph Departments	,, ,,	5,160	14	9
General Superintendence	,, ,,	3,035	8	6

		RS. A. P.
Salaries—		
Traffic Department	Feb. 1872	31,650 4 9
Locomotive do.	" "	11,941 11 4
Salt Cotaur, Madras Central Station, and Perambore Works	" "	225 3 10
Madras Division	" "	1,500 12 10
Second Division, South-West Line.	" "	1,434 11 11
Third do., do.	" "	1,257 10 3
Fourth do., do.	" "	1,238 1 2
First do., North-West Line	" "	1,470 0 4
Second do., do.	" "	273 11 6
Cheyaur Bridge, Suspense Account, Revenue ...	" "	290 14 9
Contingencies—		
General Management	" "	775 12 0
Traffic Department	" "	680 2 0
	Total...	1,39,803 9 3

2. The Agent and Manager submitted an application for the following cash advances for the month of April 1872:—

—	Capital. RS. A. P.	Revenue. RS. A. P.
Balance on 1st March 1872	*Cr.* 1,14,020 8 9	*Dr.* 1,705 4 5
Amount received in—		
From Government	2,25,000 0 0	1,80,000 0 0
Do. other sources	15,921 10 0	....
Total...	3,54,942 2 9	1,78,294 11 7
Expenditure in March 1872	1,75,914 10 11	1,51,130 15 0
Balance on 1st April 1872	1,79,027 7 10	*Cr.* 27,163 12 7
Estimated expenditure in April 1872	2,27,100 0 0	1,49,500 0 0

3. It is requested that credit may be afforded on the Bank of Madras as follows, namely:—

	Capital. RS. A. P.	Revenue. RS. A. P.	Total. RS. A. P.	
	1,50,000 0 0	1,50,000 0 0	3,00,000 0 0	

4. With reference to Minute No. 6 of the Meeting held on the 6th of July 1871, read letter from the Chief Engineer, No. 128, of the 23rd ultimo, stating that the lathe, authority to purchase which was given by the above named Minute at a cost of Rupees 450, had upon examination been found not to be a screw-cutting lathe as described, and the purchase of it was not, therefore, concluded. A suitable lathe has, however, now been offered to the Company at a cost of

Vide G. O., No. 1,983, dated 28th July 1871.

Rupees 700, and authority is required for the expenditure of the additional Rupees 250.

The original cost of the lathe now offered is stated to have been £200, and the Committee recommend that the expenditure of Rupees 250 now asked for be sanctioned upon condition that the lathe is approved by the Chief Engineer before the price of Rupees 700 is paid for it.

5. Read letter from the Traffic Manager, No. 64A, dated 12th February 1872, asking for sanction to wipe off as a bad debt the sum of Rupees 312-1-11 outstanding in the accounts of the Coimbatore Station in respect of the defalcations of a man named F. J. Gay who was recently employed there as Station Master.

The Traffic Manager explained to the Committee that the amount had been, in the first instance, deducted out of Gay's security money, but that he had thereupon brought an action against the Company, which was tried before the first Judge of the Small Cause Court at Madras, when judgment was given against the Company.

In the course of the trial the accounts current kept with the station were produced, and they clearly showed that the amount above mentioned was due by Gay to the Company. The Judge however required that specific items appearing on the debit side of the account should be pointed out as not having been remitted by the plaintiff. This, as is quite apparent to the Committee, it was impossible to do, and his Honor refusing the Traffic Manager's request that the question, being a matter of account, should be referred to an Accountant, gave judgment against the Company with costs.

There being no appeal against this decision, application is made for sanction to write off the amount, and the Committee recommend that Government will authorize that course.

6. The Agent and Manager reported that the agreement of Mr. Bates, the present lessee of the refreshment-rooms on the line, terminated on the 31st of March last, and that he has given notice that he will give up possession on the 30th instant. Looking at the numerous complaints which have been made as to the quality of the refreshments supplied on the line, Mr. Elwin stated that it has been determined, subject to the approval of Government, to take the rooms under the management of the Company, as is now done with great success at Raichore and Tirupetty.

If this proposal is approved it will be necessary to incur an expenditure of about Rupees 6,500 for the purpose of providing furniture, crockery, etc., and the Committee request that Government will be good enough to sanction the outlay at once, as but a short time remains for making the necessary arrangements.

A detailed estimate of the cost of the articles required was submitted to the Committee and approved, but it was determined to include Erode Station in addition to those at first proposed, namely, Arconum, Jollarapett, Salem, and Coimbatore on the South-West Line, and Ghooty (in addition to Tirupetty and Raichore) on the North-West Line.

The estimate when revised accordingly will be submitted to Government through the Consulting Engineer in the usual manner.

7. Mr. Elwin reported to the Committee that he had granted Mr. R. Allon, the General Storekeeper, twelve months' furlough to enable him to proceed to

England, he having served the Company in this country for nineteen years without going home.

Mr. Allon will leave Madras by a canal steamer about the 20th instant, and it is proposed that during his absence Mr. J. W. Bradley, the Comptroller of Stores Accounts, shall conduct the whole of the duties of the Stores Department, receiving as an acting allowance and in addition to his own salary, £125 per annum, being 20 per cent. of Mr. Allon's pay.

8. Some discussion took place as to the best method of giving effect to the wishes* of the Government of India that passengers and soldiers should be enabled to travel between Bombay and Madras in through carriages.

* *Vide* G. O., No. 631, 7th March 1872.

Drawings of one or two descriptions of composite carriages suitable for interchange with the Great Indian Peninsula Company were submitted, and the Locomotive Superintendent was requested to prepare for submission to Government a revised drawing embodying one or two suggestions which were made by members of the Committee in the course of the discussion.

9. With reference to Minute† No. 4 of the Meeting held on the 3rd November 1871, the Agent and Manager stated that he learned both from the Traffic Manager and from the Chief Auditor that the appointment of a travelling Auditor has resulted in a great improvement in the keeping and rendering of the station accounts, but that looking at the length of line now open one Auditor is not able to visit each station so frequently as is desirable.

† *Vide* G. O., No. 2,924, of the 18th Nov. 1871.

Mr. Elwin therefore strongly advocated the appointment of a second travelling Auditor at a salary not to exceed Rupees 60 per mensem, and the Committee resolved to submit the recommendation for the favourable consideration of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

(Signed) R. B. ELWIN,
Agent and Manager, M. R.

SUBMITTED for the approval of Government.

2. The authority for the expenditure of Rupees 450 in the purchase of a screw-cutting lathe, referred to in paragraph 4 of the above Proceedings, was recorded in the papers printed with the Order of Government, No. 1,983, dated the 28th July 1871.

3. The 5th paragraph of these Proceedings has reference to a loss which the Company has sustained through the defalcation of a man who was employed as Station Master at Coimbatore (Poothanore). While attending the Committee yesterday, I was under the impression that the circumstances had been previously reported to this office by the Railway Authorities, or I should have asked the Agent to deal with the matter by itself, and to submit a report upon the circumstances connected with the defalcation for the information of Government. This I have now asked him to do; but the matter was fully discussed in Committee, and I am satisfied that the only way of dealing with it is to write off the sum in question, Rupees 312-1-11, as a bad debt. The refusal of the Judge of the Small Cause Court, before whom the case was tried, to allow the question to be referred to a professional

Accountant, was no doubt legally correct, but its result has necessarily been to preclude the Company from obtaining redress for a fraud.

4. The Government are probably aware that for some months past the refreshment-rooms at Raichore and Tirupetty on the North-West Line have been under the direct management of the Company through the Traffic Department. This arrangement has been attended with much success, as regards both the comfort of passengers and the financial results to the Company ; and the Traffic Manager now proposes, as will appear from paragraph 6 of these Proceedings, that his department should undertake the management of the other principal refreshment-rooms on both lines. An estimate for the necessary outlay will in due course be submitted.

5. The arrangement proposed in paragraph 7 is recommended for sanction on the score of economy, and I have no doubt that Mr. J. W. Bradley will be found able to conduct with efficiency the entire duties of the Store Department.

6. The appointment of a travelling Audit Clerk, on a salary of Rupees 150 per mensem, was sanctioned by Government in their Order No. 2,924, dated 18th November 1871 ; and in paragraph 9 of these Proceedings the appointment of an additional man, on a salary not exceeding Rupees 60 per mensem, is recommended. From the representations made by the Chief Auditor and the Traffic Manager, I am satisfied that the first appointment has already had very beneficial results ; and I have no doubt that, in order to insure the regular and frequent examination of the accounts at every station, the services of an extra hand are required.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 37. ORDER THEREON, 3rd May 1872, No. 1,127.

RAILWAY, No. 3.

APPROVED, the appointment of an additional travelling Auditor being subject to the sanction of the Government of India.

2. The authority granted for writing off the sum of Rupees 312-1-11, representing the loss sustained by the defalcation of the Station Master at Poothanore, will be reported to the Government of India with reference to paragraph 8 of their letter, dated 29th April 1870, No. 198-A. R.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 38. (DOCKET No. 1,128, dated 3rd May 1872.)

COPY of the above forwarded to the Government of India.

Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 39. Read the following papers :—

From the Superintending Engineer, 2nd Division, to the Acting Chief Engineer for Irrigation, dated Camp at Salatur, 27th March 1872, No. 174.

I HAVE the honour to enclose papers detailed in the margin in supersession of part of work sanctioned for enlargement of Ryves' channel in G. O., No. 2,543, of 20th August 1867. This project allowed for a bridge at Murrevada *below* the junction of the Pullairu and Ryves' channel on a road which was through a rich portion of the delta.

1 Sketch.
2 Plans of Bridges.
2 Detailed Estimates.
2 Abstract of do. for Rupees 17,900.
2 Specification Reports.
1 Comparative Statement.

2. It is obvious that in this position the space enclosed between the two streams will be cut off from all direct communication with Murrevada and the country beyond it, and can only reach the country south and east by going round three miles to Weyoor, where there is a very old bridge.

3. The bridge provided in the estimate resembles one built at Pamarroo, which has failed of its purpose as suitable for navigation. I therefore requested the Range Officer to submit a design in lieu on the instructions given in your Circular No. 1 of 28th May 1869, and placing it *above* the junction with a second bridge.

4. The comparative statement shows that Rupees 14,190 are required in addition to the amount already sanctioned ; but I would point out that this sum, Rupees 3,710, was wholly insufficient, and that a bridge even at the originally proposed site would cost probably Rupees 14,000, so that the extra convenience will be provided at a price of only Rupees 3,900.

5. I trust my proposal will meet with your support and the early sanction of Government.

No. 52.

Note by the Acting Chief Engineer for Irrigation.

WITH the above letter the Superintending Engineer of the 2nd Division submits plans and estimates for bridges over the Pullairu* and Ryves'† canal above their junction in lieu of the bridge over the Pullairu channel below their junction, which was sanctioned in G. O., No. 2,543, dated 20th August 1867.

*Rupees 11,900.
† ,, 6,000.

Rupees 3,710.

2. It appears from the specification that " the object of the work is to provide a passage over Ryves' canal in the probable line of a future road branching off at the Hyderabad road at Tadenky to Gudivada," while the Superintending Engineer states that if the bridge be placed below the junction the space enclosed between the two streams will be cut off from all direct communication with Murrevada.

3. The Masulipatam road taps the country between the two streams, and judging by the sketch it would appear that nearly two miles of road would have to be provided from the Masulipatam road to connect the latter with the line between the bridges, and for this no provision is made in the estimate; the advantage obtained, or supposed to be obtained, by providing more direct communication

between Murrevada and the Masulipatam road would only be attained to the disadvantage of the villagers desiring to proceed from the lands east of Pullairu below the junction to Murrevada.

4. Under the bridge across Ryves' channel a dam 2 feet 9 inches high is provided, and no explanation whatever is afforded relative to this dam, the construction of which would alter the arrangements relative to Ryves' canal, approved and sanctioned in G. O., No. 2,543, of 20th August 1867.

5. The original estimate of Rupees 3,710 is stated to be insufficient, but no explanation is afforded in what respects it is so; the rates appear to be sufficient; the estimate provided for a bridge of four spans of 20 feet and a draw bridge of 16 feet; a similar bridge is said to have failed at Pamarroo, but it is not stated in what manner the bridge failed; it can only be presumed that the arrangements for raising the draw-bridge failed, and if so this was probably due to defective arrangements relative to the standards supporting the counterpoise weights.

6. For the purposes of navigation it would be more convenient to provide two bays of 50 feet spanned by plate girders with a towing-path carried along the eastern abutment than to build a bridge as provided in the original estimate; a roadway of 14 feet over the bridge would be sufficient.

7. With regard to the estimates submitted it may be remarked that while in one Rupees 300 is provided in a lump sum for raising approaches and metalling, the other provides 13½ Annas per square yard for metalling with 9 inches of stone under 6 inches of kunkar. A thickness of 9 inches is sufficient for the metalling, and this at the rate given in the original estimate would cost Rupees 720 instead of Rupees 1,612-8-0 as provided in the estimate for the two-arched bridge over the Pullairu.

8. Under the circumstances represented above, I cannot support the recommendation of the Superintending Engineer that bridges should be provided for the Pullairu and Ryves' channel with a view to a road being carried above instead of below the junction, and even could I support his recommendation as regards the bridges, I could not, in the absence of all explanation or even mention of the dam under the bridge over Ryves' canal, recommend the construction of the dam.

9. If the arrangements in connection with the raising and lowering of the draw-bridge at Pamarroo have failed, and it can be distinctly shown that the cause of failure cannot be remedied, I would suggest that a plate-girder bridge of two spans of 50 feet should be provided below the junction of Ryves' canal and the Pullairu, in lieu of the bridge provided in the estimate for the extension of irrigation in the Eastern Delta of the Kistna.

FORT ST. GEORGE, (Signed) R. F. OAKES, Captain, R.E.,
11*th April* 1872. *Acting Chief Engineer for Irrigation.*

No. 40. ORDER THEREON, 3rd May 1872, No. 1,129.

IRRIGATION, No. 4.

THE Superintending Engineer of the 2nd Division recommends the construction of two bridges over Ryves' Canal and the Pullairu in lieu of a single bridge over the latter. His proposition entails an expenditure of Rupees 14,190 in excess of the cost of the single bridge;

The object of the two bridges is explained to be to form a more direct communication from the lands lying between the two streams to the village of Marrovada than now exists; the saving in the distance is said to be three miles, but from the sketch the distance would appear to be only one mile, and by adopting the Superintending Engineer's proposition the advantages gained by the villages lying between the streams would be obtained at a corresponding disadvantage to the villages lying to the south of the Pullairu. The formation of the line proposed by the Superintending Engineer would entail the construction of two miles of road of which no notice is taken, and with one of the bridges he proposes to provide a dam across Ryves' canal, thus altering the arrangements sanctioned in connection with the Eastern Delta Project; he is altogether silent relative to the necessity for this dam. He states that the estimate for the bridge provided for the Pullairu channel is insufficient, but does not explain in what manner it is insufficient, or how the arrangements connected with the draw-bridge have interfered with or impeded navigation in a bridge similarly constructed elsewhere.

2. With the information now before them the Government are not prepared to accord sanction to the Superintending Engineer's proposal, and regret to observe the unsatisfactory manner in which the papers have been laid before them by the Superintending Engineer.

3. If the arrangements in connection with the draw-bridge cannot be modified so as to prevent all impediments to navigation, the Superintending Engineer will submit an estimate for a plate-girder bridge of two spans of 50 feet and will explain fully in what manner the bridge at Pamarroo interferes with navigation.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint-Secretary to Government.

No. 41. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 10th April 1872, No. 173 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th April 1872, No. 201.

With reference to your office letter No. 192 of the 19th ultimo, I have the honour to forward herewith a statement of the Budget Estimate of expenditure out of guaranteed capital on the Madras Railway during 1871-72, prepared up to the 26th March 1872, from which it may be observed that the Budget (including the increase thereto sanctioned in G. O., No. 482, dated the 21st of February 1872) has been exceeded by a sum of Rupees 1,40,298-0-0.

2. I have therefore the honour to request that you will be so good as to apply to Government for a further additional grant of Rupees 1,50,000 communicating to me the order thereon as early as convenient.

MADRAS RAILWAY.

Budget Estimate of Expenditure out of Guaranteed Capital on the Madras Railway during 1871-72.

Nature of Works, etc.	Budget allotment 1871-72.	Expenditure up to 26th March 1872.	More.	Less.	Remarks.
	RS.	RS. A. P.	RS. A. P.	RS. A. P.	
Engineer's Department, Madras Terminal Station.					
Engine-shed, tank-house, etc.	27,204	....	....	27,204 0 0	
Perambore Works.					
New smithy	10,895	....	....	10,895 0 0	
4th Division, South-West Line.					
Wire fencing with five strands for 5 miles of Railway between Shoranore and Perpengady	3,718	3,742	24 0 0	....	
Electric Telegraph.					
Renewing 410 miles of wooden piles with galvanized iron poles from Madras to Beypore	20,264	....	....	20,264 0 0	
1st Division, North-West Line.					
Watering arrangements at Reddipully	7,802	....	....	7,802 0 0	
Do. do. at Wontimetta	7,802	....	....	7,802 0 0	
Locomotive requirements at Arconum	12,997	....	....	12,997 0 0	
2nd Division, North-West Line.					
Locomotive requirements at Ghooty	26,900	....	....	26,900 0 0	
Locomotive Department.					
Works specially provided for	1,35,826	*1,14,564 1 3	....	21,261 14 9	* Books up to January 1872.
Unforeseen requirements	50,000	....	....	50,000 0 0	
Engineer's Department, South-West Line.					
Madras Central Station	1,01,747	1,18,028 10 4	16,281 10 4	....	
Altered and additional works	20,141	....	....	20,141 0 0	
Neilgherry Branch Line and Stations	6,00,000	2,54,976 14 5	....	3,45,023 1 7	
Do. Electric Telegraph	35,000	....	....	35,000 0 0	

Engineer's Department, North-West Line.					
Tadputry to Ghooty, maintenance for two years	14,860	77,670 9 11	62,810 9 11	....	
Ghooty to Kosgee, do. do.	1,00,635	3,33,473 10 1	2,32,838 10 1	....	
Goondacul to Jolaradashy, do. do.	24,470	89,912 0 10	65,442 0 10	....	
Jolaradashy to Bellary, do. do.	20,775	2,24,062 0 5	2,03,287 0 5	....	
Kosgee to Raichore, maintenance	38,560	2,60,963 11 0	2,22,403 11 0	....	
Raichore Station Works	2,14,843	1,14,198 6 9	....	1,00,644 9 3	
Electric Telegraph.					
Ghooty to Raichore	7,000	248 15 8	....	6,751 0 4	
Junction to Bellary	4,000	99 0 0	....	3,901 0 0	
Reserve to meet unforeseen requirements	85,000	86,016 7 10	1,016 7 10	....	
Minor works	50,000	15,428 12 7	....	34,571 3 5	
Establishments (includes 12,000 for Contingencies)	3,37,500	*3,35,312 13 9	....	2,187 2 3	* Books up to January 1872.
Stores	6,44,500	7,24,885 5 11	80,385 5 11	....	Do. do.
Tools and Plant	12,000	1,154 0 3	....	10,845 15 9	Do. do.
Total...	26,14,439	27,54,737 9 0	8,84,489 8 4	7,44.190 15 4	
				Excess...	1,40,298 9 0

MADRAS,
26th March 1872.

(Signed) F. CHURCH.
Chief Auditor.

(Signed) J. W. MELLIS,
For *Agent and Manager.*

(Signed) C. M. MOBERLY, Captain,
Examiner of Railway Accounts.

SUBMITTED to Government.

2. The Budget allotment for expenditure by the Madras Railway out of guaranteed capital during the year 1871-72 amounted to Rupees 23,54,439. In their order dated the 21st February 1872, No. 482, the Government authorized an additional grant of Rupees 2,60,000, making a total sum of Rupees 26,14,439 available for expenditure in 1871-72.

3. The Agent and Manager represents that the total expenditure, up to the 26th March 1872, amounts to Rupees 27,54,738, being an excess of the grant by Rupees 1,40,299; and to provide for further outlay during the few days then remaining to complete the official year, he applies for an additional grant of Rupees 1,50,000.

4. On "works" the expenditure has exceeded the allotment by Rs. 72,946, chiefly on account of the Madras Central Station and the maintenance of those portions of the North-West Line which have been open for traffic less than two years. There has been a decrease of expenditure on "Establishment" (Rupees 2,187), while on "Stores," "Tools and Plant" taken together, the expenditure has amounted to about Rupees 69,539 more than the Budget provision.

5. As the additional grant now applied for is expected to meet the demands of the Company in full for the year 1871-72, I recommend it for sanction.

6. Funds may be provided by transfer from the grant in the Budget, Great Southern of India Railway, Southern Extension, Rupees 10,00,000.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 42. ORDER THEREON, 3rd May 1872, No. 1,130.

RAILWAY, No. 4.

THE official year 1871-72 having expired no re-appropriation of funds can now be sanctioned, and the excess of Rupees 1,50,000 must appear as unauthorized. Some explanation should have been afforded of the circumstance under which the excess now reported was not foreseen when the regular estimate was prepared, and as to why no steps were taken to restrict the expenditure to the authorized grant.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 43. Read the following :—

Statement of payments made in England from 1st *April to* 31st *December* 1871 *on account of Stores and Freight for Public Works, Ordinary, Madras, treated as final charges in the Home Accounts.*

Date.	To whom paid.	Particulars.	Amount. £.	s.	d.
1871.		*Stores.*			
18th May.	Jukes, Coulson, Stokes and Co.	Augers, needles, hammers, planes, etc.	1,206	13	4
30th ,,	Shepherd and Son	Clock	70	0	0
19th June.	Hughes and Kimber	1 Ruling Machine	35	0	0
1st July.	S. Holdsworth	Agate caps	3	0	0
17th ,,	Lewin and Co.	Turkey sponge	130	10	0
17th ,,	Jukes, Coulson, Stokes and Co.	Fines deducted in excess from claim of 28th March 1871 for tools supplied under contract of 28th July 1869	7	2	0
26th ,,	A. Holmes	Spirit tubes	6	18	0
1st Aug.	F. Cooke and Sons	German Silver wire	1	17	6
2nd ,,	Waterlow and Sons	Colours and Tracing cloth ...	58	1	8
16th ,,	Degrave, Short and Fanner ...	Scales, etc.	190	0	0
17th ,,	H. M.'s Paymaster General ...	Balance for Stationery	7	1	10
30th ,,	H. R. Marsden	2 Blake's Patent Stonebreakers ...	321	13	0
2nd Sept.	Chubb and Son	Chests and Padlocks	232	15	10
9th Oct.	Patent Concrete Stone Company	Patent Grindstones	42	16	6
13th Nov.	Jukes, Coulson, Stokes and Co.	Nails, Tools, etc.	19	3	4
15th ,,	T. H. Saunders, Exor. of ...	Paper, lithographic	870	6	10
2nd Dec.	Taylor Brothers and Co. ...	Iron	42	10	0
4th ,,	Hughes and Kimber	Lithographic materials	344	13	0
22nd ,,	Johnson, Roffey and Co. ...	Emery powder and cloth	7	6	4
23rd ,,	Elliott Brothers	Surveying Instruments	337	10	0
		Total...	3,934	19	2
		Freight.			
8th May.	Gosman and Smith	*Sea Queen*	0	2	7
12th June.	Gellatly, Hankey, Sewell and Co.	*Yorkshire*	2	3	11
12th ,,	Gosman and Smith	*Lincelles*	0	4	3
27th July.	J. and R. Grant	*Belvidera*	0	4	3
8th Sept.	C. Kipling	*Cornwallis*	8	17	9
8th ,,	Do.	*St. Lawrence*	1	17	3
21st Oct.	T. Green and Co.	*Renown*	0	16	9
9th Nov.	C. Kipling	*Carnatic*	5	4	11
17th ,,	J. and R. Grant	*Alexandra*...	1	5	2
		Total...	20	16	10

India Office, (Signed) J. W. Keith,
26*th March* 1872. *Accountant.*

No. 44. Order thereon, 3rd May 1872, No. 1,131.

ACCOUNT, No. 2.

Ordered that this Statement be forwarded to the Controller of Public Works Accounts and the General Superintendent of Public Works Stores, with reference to G. O., No. 950, dated 11th April 1872.

(Signed) G. W. Walker, Colonel, R.E.,
Officiating Secretary to Government.

No. 45. Read the following letter from the Assistant Secretary to the Government of India, Public Works Department, (Buildings and Roads—Military,) to the Secretary to the Government of Madras in the Public Works Department, dated Fort William, 4th April 1872, No. 469 B. M :—

In reply to your letter No. 529, dated 26th February 1872, submitting plans and estimates for completing the projects for the water-supply of the Bangalore Cantonment from the Ulsoor tank and Dhobies' wells projects, I am directed to state that it would appear from the correspondence now received that either of the projects might have sufficed to meet the requirements of the Cantonment, but as both projects are now so far advanced, His Excellency the Governor-General in Council is pleased to sanction the following outlay on the works, namely :—

		RS.
	Expenditure already incurred on the two projects	2,22,902
	Do. required to complete the Ulsoor scheme...	54,698
Three lakhs, one thousand, six hundred and ninety-eight Rupees.	Do. required to complete the Dhobies' well scheme by connecting it with the other	24,098
	Total ...	3,01,698

2. I am also directed to suggest for consideration the following improvements and additions in connection with this project for water-supply :—

I.—It is thought that the cast-iron pillars supporting the iron tanks are weak, and that the horizontal bracing proposed should be supplemented by vertical and diagonal bracing, and that all the braces should be continuous, and not merely wrought-iron ties from pillar to pillar.

II.—The existing cistern at the Race Course Barracks contains nearly 12 days' supply, and at the Royal Horse Artillery Barracks the cistern contains 27 days' supply, while the cistern proposed for the Infantry Barracks will contain only a week's supply. It is thought that the capacity of the existing cisterns is overlarge and that it might be well to reduce them to a week's supply each. It would also be well to cover all the cisterns in.

III.—The repair of a half filter at the Ulsoor works is strongly recommended by the Superintending Engineer, but the cost of its repair has not been included in the estimates submitted. A spare filter is evidently required, and these repairs should, it is thought, be carried out as soon as possible.

3. The sanction given in paragraph 1 has been registered in this office as No. 3 B. M. of 1872-73.

4. The original enclosures of your letter under reply are returned.

No. 46. Order thereon, 3rd May 1872, No. 1,132.

MILITARY WORKS, No. 3.

Communicated to the Superintending Engineer of the 5th Division, with reference to G. O., No. 528, dated 26th February 1872. The works may now be proceeded with, attention being given to the suggestions in paragraph 2.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 47. Read the following endorsement of the Officiating Chief Secretary to Government, dated Fort St. George, 15th April 1872 :—

From J. B. PENNINGTON, Esq., to the Officiating Chief Secretary to Government, Financial Department, dated Madras, 9th April 1872.

I HAVE the honour to forward, for sanction, an estimate for gravelling and draining the compound of the Presidency College, prepared in accordance with demi-official instructions.

2. The gravelling has been done at a cost of Rupees 1,022-2-11 in anticipation of sanction, as the loose subsoil was being blown away, and there has been some delay in submitting the estimate owing to difference of opinion as to the drainage.

3. The whole amount (Rupees 2,067-2-11) is debitable to the College, and the work should properly have been carried out in the Public Works Department. I have made no provision for it in the Budget for the improvement of the Park, though I have advanced money on account of work completed, and shall be glad to receive credit for the whole so as to adjust my accounts.

4. Rupees 210 has been paid on account of filling in with sand as estimated by Mr. Robinson. The cost of tiles for the drains (*not* provided in the original estimate) is Rupees 120.

REFERRED to the Public Works Department for the provision of the necessary funds from the allotments from the Educational Building Fund already placed at the disposal of that department.

(Signed) W. HUDLESTON,
Officiating Chief Secretary.

No. 48. ORDER THEREON, 3rd May 1872, No. 1,133.

CIVIL WORKS, No. 3.

THE unspent balance of the allotment from the Educational Building Fund grant has been made available in the Provincial Budget for the Senate-house. The sum of Rupees 2,095 will be provided from that source.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 49. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 15th April 1872, No. 180 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th April 1872, No. 221.

IN reply to your office letter No. 206, dated the 26th ultimo, I have the honour to inform you that I learn* from the Chief Engineer that every exertion has

* No. 149, 11th April.

been made to discover the persons who placed the stones at the $\frac{188}{15}$th mile, Bangalore branch, but without success.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th February 1872, No. 80.

I BEG to report that the 9 A.M. train from Bangalore on the 9th instant ran over some stones (of the size of an egg) at the $\frac{188}{15}$th mile crossing gate.

2. Information has been given to the Police, and the Inspector in charge of the section has been ordered to have gangs and watchmen on the alert to detect the offenders, if possible.

To the Acting Consulting Engineer for Railways for information.

(True Copy,)

16th February 1872. (Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 50. ORDER THEREON, 3rd May 1872, No. 1,134.

RAILWAY, No. 5.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 51. Read the following letter from the Inspector-General of Jails, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 90 :—

Financial Dept. 25th April 1872, No. 621.

WITH reference to the third paragraph of the Order noted in the margin, I have the honour to request you will be good enough to direct that I may be furnished with statement showing the expenditure incurred by the Public Works Department on the construction of new Jails, and in alterations, additions, etc., to existing jails during each official year, from 1856-57 to 1870-71 inclusive.

No. 52. ORDER THEREON, 3rd May 1872, No. 1,135.

CIVIL WORKS, No. 4.

COMMUNICATED to Superintending Engineers in continuation of G. O., No. 1,103, dated 30th April 1872, and with a request that they will forward direct to the Inspector-General of Jails the information he requires.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 53. Read the following paper from the Controller of Public Works Accounts:—

Statement of Unadjusted Miscellaneous Advances of more than three months standing in the Accounts of the Range Officers of the Madras Presidency for the quarter ending 31st December 1871.

No. of Item.	Amount.	To whom advanced.	For what purpose advanced.	When advanced.	Remarks by Range Officer.	Remarks by Superintending Engineer.	Remarks by Controller.	Orders of Government.
	RS. A. P.		1st Division. *Ganjam District.* Nil. *Vizagapatam District.* Nil. *Godavery District.*					No. 54. 3rd May 1872. No. 1,136. ACCOUNT, No. 3.
1	2 5 0	Court Pleader ...	For defending a suit brought against the Range Officer.	Augts 1871 ...	Case is not yet heard ...	Government will be addressed again on this account.	This item appeared in my "Statement of Objectionable Items" for August last.	1. The Superintending Engineer of the 1st Division will report the steps which were taken in regard to the adjustment of this item of expenditure on the receipt of G. O., No. 127, dated 20th November 1871.
			2nd Division. *Kistna District.*					
2	36 6 10	Villagers of Divi Division.	Cost of trifling repairs of Tanks, etc.	In 1865-66 ...	Repeatedly requested the Collector to recover the sum from the villagers. This sum seems irrecoverable, and I would suggest it being written off to "Profit and Loss"	*Vide* paragraph 2 of G. O., No. 2,769 of 2nd November 1871.	See paragraph 3 of the Proceedings of Government No. 339, of the 3rd February 1872.	2. The Government still await the Board's reply to paragraph 2 of G. O., No. 2,769, dated 2nd November 1871.
3	18 0 0	Villagers of Madanapully.	Closing breaches of Polrazukodu.	March 1870 ...	....	Do. do. do.		
4	3 3 0	Work ...	For closing useless sluices in Pedaravoor channel.	September 1871.	This sum will be recovered shortly. Mr. Norris, in whose Sub-division the advance was made, has already been written to on the subject.	Range Officer has been directed to expedite its recovery.	No recovery appears in the accounts up to February 1872 inclusive.	3. Nearly seven months having already elapsed since this expenditure was incurred, no further delay should be allowed.
5	31 6 1	Do. ...	Repairing Mantry Tank at Chandrala. *Nellore District.* Nil.	In August, September, and December 1870	....	....	*Vide* remark No. 2 above.	4. *Vide* paragraph 2 above.

Statement of Unadjusted Miscellaneous Advances of more than three months standing in the Accounts of the Range Officers, etc.—(Continued.)

No. of Item.	Amount.	To whom advanced.	For what purpose advanced.	When advanced.	Remarks by Range Officer.	Remarks by Superintending Engineer.	Remarks by Controller.	Orders of Government.
			3RD DIVISION.					
			Bellary District.					
			Nil.					
	RS. A. P.		*Cuddapah District.*					
6	7 15 0	Work people ...	Ryots' share of repairs to Sirigiripully Tank.	November 1869.	Being recovered from time to time by the Revenue authorities.	See paragraph 6 of G. O., No. 339, of 3rd February 1872.	*Nil.*	5. The subject of the recovery of these advances will be referred to the Revenue Department in continuation of paragraph 6 of G. O., No. 2,769, dated 2nd November 1871. One of the items therein referred to has, it is observed, since disappeared, the remaining four, however, are unreduced in amount.
7	2 6 4	Do. ...	Do. Calwapully Ankootottah Tank.					
8	14 9 0	Do. ...	Do. Puttayapully Tank ...					
9	2 3 3	Do. ...	Ryots' share of repairs to GopaveramBoomireddypully Tank.					
			Kurnool District.					
			Nil.					
			4TH DIVISION.					
			Presidency.					
10	12,444 13 3	Advanced to R. F. Chisholm, Esq., Consulting Architect.	For Brickfield operation.	In 1870 and 1871.	Mr. Chisholm has been written to to adjust the advance as early as possible.	This advance was made under Government authority to be recovered and adjusted in the manner pointed out in the last paragraph of G. O., No. 2,647, dated 19th August 1868.	No reduction of this balance has been made since the submission of the last Statement.	6. The Government observe that large allotments have been provided in the current year's Budgets for the Senate House and Telegraph Office at Madras, and they anticipate that the outturn of bricks for these buildings will have the effect of shortly reducing the amount of this advance to a considerable extent.
			Chingleput District.					
11	2 8 0	To Ponnary Taluq Overseer.	To bandy-hire for conveying Taluq records, etc., from Ponnary to Range Office to enable Govinda Row to deliver over charge to Coopoosawmy Naidoo.	June 1871 ...	This amount was charged in a contingent bill, but the Controller of Public Works Accounts objected to the item, and it was transferred to Miscellaneous advances. It is	An allotment from Repair and Carriage of Tools and Plant Imperial will be made to meet this charge in this month.	The Appropriation Return for March 1872 has not yet reached this office.	7. This item needs no special notice.

					proposed to adjust the amount by charging it to Trunk Road No. I., if approved of by the Superintending Engineer.			
			North Arcot District.					
12	416 2 0	To Jaghiredar of Ooparapolliem.	For constructing a calingulah of 8 yards to Ooparapolliem Tank.	Between January and March 1871.	Advanced under instructions from Superintending Engineer at the request of the Collector.	The Collector has been requested again to recover the amount from the Jaghiredar, and to remit the amount as soon as possible.	No recovery appears in the Range Officer's accounts up to February 1872 inclusive.	8. The Government still await the result of the reference the Board were requested to make in paragraph 9 of G. O., No. 339, dated 3rd February 1872.
			5TH DIVISION.					
			South Arcot District.					
			Nil.					
			Salem District.					
			Nil.					
			Bangalore.					
13	184 11 0	......	In purchase of pins and balls for Skittle and Bowling Alleys.	July 1868 ...	These articles were purchased by a previous Executive Engineer.	Will be issued as occasion offers.	See last Statement ...	9. The attention of the Superintending Engineer of the 5th Division is called to paragraph 10 of G. O., No. 2,769, dated 2nd November 1871, as well as to the orders on the last quarter's Statement. The report called for should be no longer delayed.
			6TH DIVISION.					
			Tanjore District.					
			Nil.					
			Trichinopoly District.					
			Nil.					
			7TH DIVISION.					
			Neilgherry District.					
			Nil.					
			Coimbatore District.					
			Nil.					
			Madura District.					
			Nil.					
			South Canara District.					
14	307 12 4	Feed and keep of Government Bullocks and bandies.	For general purpose of the range.	Up to 30th September 1871.	Will be adjusted as soon as possible by outturn of bandies and bullocks.	None.—The Miscellaneous Advance account being duly credited with earnings as noticed in paragraph 13 of G. O., No. 1,047, of 14th April 1871.	There is nothing objectionable in this item, which will be adjusted in due course.	10. This item calls for no special remark.

Statement of Unadjusted Miscellaneous Advances of more than three months standing in the Accounts of the Range Officers.—(Concluded.)

No. of Item.	Amount.	To whom advanced.	For what purpose advanced.	When advanced.	Remarks by Range Officer.	Remarks by Superintending Engineer.	Remarks by Controller.	Orders of Government.
	RS. A. P.		*Wynaad Division.*					
15	19 8 0	Expended in dismantling the Taluq Cutcherry at Manantoddy.	....	In August 1871.	....	....	This Office is in communication with the Special Executive Engineer in respect to the adjustment of this advance.	11. *Vide* paragraph 10.
			8TH DIVISION. *Madura District.*					
16	1,250 0 0	On account of Davastanum Manager.	Closing breaches in Davastanum, Maravencolum, and Annipapercolum Tanks.	November 1868.	These amounts were expended by the Department Public Works Officers in closing the breaches of these works and charged to the head "Miscellaneous Advance."	*Vide* remarks in last return.	Will be adjusted in the accounts for March 1872 in the manner prescribed in G. O., No. 630, of the 7th idem.	12. Do. do.
17	1,259 15 11	Do.	Do. in Trunk Road No. II. caused by the breaches of the above Tanks.	Do.				

FORT ST. GEORGE,
10*th April* 1872.

(Signed) S. BROCK,
Controller of Public Works Accounts.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 47. Read the following endorsement of the Officiating Chief Secretary to Government, dated Fort St. George, 15th April 1872 :—

From J. B. PENNINGTON, Esq., to the Officiating Chief Secretary to Government, Financial Department, dated Madras, 9th April 1872.

I HAVE the honour to forward, for sanction, an estimate for gravelling and draining the compound of the Presidency College, prepared in accordance with demi-official instructions.

2. The gravelling has been done at a cost of Rupees 1,022-2-11 in anticipation of sanction, as the loose subsoil was being blown away, and there has been some delay in submitting the estimate owing to difference of opinion as to the drainage.

3. The whole amount (Rupees 2,067-2-11) is debitable to the College, and the work should properly have been carried out in the Public Works Department. I have made no provision for it in the Budget for the improvement of the Park, though I have advanced money on account of work completed, and shall be glad to receive credit for the whole so as to adjust my accounts.

4. Rupees 210 has been paid on account of filling in with sand as estimated by Mr. Robinson. The cost of tiles for the drains (*not* provided in the original estimate) is Rupees 120.

REFERRED to the Public Works Department for the provision of the necessary funds from the allotments from the Educational Building Fund already placed at the disposal of that department.

(Signed) W. HUDLESTON,
Officiating Chief Secretary.

No. 48. ORDER THEREON, 3rd May 1872, No. 1,133.

CIVIL WORKS, No. 3.

THE unspent balance of the allotment from the Educational Building Fund grant has been made available in the Provincial Budget for the Senate-house. The sum of Rupees 2,095 will be provided from that source.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 49. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 15th April 1872, No. 180 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th April 1872, No. 221.

IN reply to your office letter No. 206, dated the 26th ultimo, I have the honour to inform you that I learn* from the Chief Engineer that every exertion has

* No. 149, 11th April.

been made to discover the persons who placed the stones at the $\frac{188}{15}$th mile, Bangalore branch, but without success.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th February 1872, No. 80.

I BEG to report that the 9 A.M. train from Bangalore on the 9th instant ran over some stones (of the size of an egg) at the $\frac{188}{15}$th mile crossing gate.

2. Information has been given to the Police, and the Inspector in charge of the section has been ordered to have gangs and watchmen on the alert to detect the offenders, if possible.

To the Acting Consulting Engineer for Railways for information.

(True Copy,)

16th February 1872. (Signed) R. B. ELWIN,
Agent and Manager.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 50. ORDER THEREON, 3rd May 1872, No. 1,134.

RAILWAY, No. 5.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 51. Read the following letter from the Inspector-General of Jails, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 90 :—

Financial Dept. 25th April 1872, No. 621.

WITH reference to the third paragraph of the Order noted in the margin, I have the honour to request you will be good enough to direct that I may be furnished with statement showing the expenditure incurred by the Public Works Department on the construction of new Jails, and in alterations, additions, etc., to existing jails during each official year, from 1856-57 to 1870-71 inclusive.

No. 52. ORDER THEREON, 3rd May 1872, No. 1,135.

CIVIL WORKS, No. 4.

COMMUNICATED to Superintending Engineers in continuation of G. O., No. 1,103, dated 30th April 1872, and with a request that they will forward direct to the Inspector-General of Jails the information he requires.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

MADRAS RAILWAY.

Report of an Accident on the Madras Railway.

Collectorate.—Malabar. *Railway District, Section and Mile.*—4th Division, South-West Line, Palghaut Station, 332nd mile. *Date on which the Accident occurred.*—21st November 1871. 8-15 A. M. train from Palghaut to Coimbatore. *Nature of the Accident.*—In walking along the framing whilst the engine was in motion Fireman F. Bartels slipped and fell from the engine, injuring one of his fingers, which was subsequently amputated. *Nature of assistance afforded.*—Medical aid afforded. *Occupation of the injured.*—Fireman. *Gratuity proposed to be given or not.*—None proposed to be given. *Reported to the Police Authorities.*—Not reported. *Remarks.*—The accident was due to the man's own carelessness in not making use of the hand-rail. Bartels returned to duty on the 6th January last.

PERAMBORE WORKS,
9th April 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 62. ORDER THEREON, 4th May 1872, No. 1,140.

RAILWAY, No. 7.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 63. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 18th April 1872, No. 185:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th April 1872, No. 232.

IN accordance with the request contained in your letter No. 239 of the 10th instant, I have the honour to enclose you a copy of the letter* from the Traffic Manager, which was laid before the Committee on the 9th instant, when the question of the defalcation of Gay, formerly the Station Master at Coimbatore, was under consideration.

* No. A-64, dated 12th February 1872.

2. As this letter contains simply an application for authority to write off the amount of the deficit as a bad debt, I called upon the Traffic Manager to submit a report upon the whole circumstances of the case, a copy* of which I also forward, and I trust you will be able to gather from it all the information you require.

* From Traffic Manager, No. C. $\frac{216}{162}$, dated 15th April 1872.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 12th February 1872, No. A-64.

Gay vs. Madras Railway Company.

I SHALL feel obliged if you will sanction the sum of Rupees 312-1-11, now due to Coimbatore station, and which we failed to make Mr. Gay liable for, written off as a bad debt.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th April 1872, No. C/216-162.

CONSULTING Engineer's letter No. 239, dated 10th instant.

As Mr. Gay had deposited with the Company a sum of money as security in excess of his liability to the Company, there was really no loss to report up to the time of the issue of the trial, namely, on the 5th December last.

Mr. Gay left the service on the 17th December 1870, and in reply to his application for the security he had deposited, he was informed that the Company was prepared to return, either the full amount on payment of the balance due to the Coimbatore station, namely, Rupees 312-1-11, or the difference between this amount and the 500 Rupees deposited as security.

In July 1871 Mr. Gay entered an action against the Company in the Small Cause Court at Madras for repayment of his security and interest, and on the advice of the Solicitors the Company paid into Court the difference between the amount claimed by Mr. Gay and the amount due by Mr. Gay to the Company.

At the first hearing, on the 18th July, the case was postponed to enable Mr. Gay to look over the accounts submitted by the Railway Company.

At the second hearing in November, Mr. Gay, on the advice of his Attorney, repudiated his liability and objected to the application of the Railway Company that the accounts might be referred to an Accountant *unless* the Company could prove non-payment of any specific item, and although it was explained to the Judge that in an account current it was almost a matter of impossibility to prove non-payment of any specific item, the case was again postponed to afford the Company an opportunity of complying with the requirements of plaintiff.

At the third and last hearing on the 5th December, I explained personally to the Court the impossibility of complying with plaintiff's request, and asked for a reference of the accounts to an Accountant. The Judge however ruled that as the Company had failed to satisfy him that plaintiff was indebted to the Company, judgment would be given against the Company.

Hence my application for permission to write off the amount of Rupees 312-1-11 as a bad debt.

SUBMITTED to Government with reference to paragraph 3 of my endorsement No. 176, dated 11th April 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 64. ORDER THEREON, 4th May 1872, No. 1,141.

RAILWAY, No. 8.

ORDERED that these papers be forwarded to the Government of India in continuation of No. 1,128, dated 3rd May 1872.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 65. (Docket No. 1,142, dated 4th May 1872.)

Copy of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 66. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 18th April 1872, No. 187 :—

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 16th April 1872, No. 4,459.

With reference to the recent proposal to transfer our spare permanent-way material to the Hyderabad Railway, I have the honour to state, for the information of Government, that I have received the following telegrams from this Company's Secretary :—

" *London*, 5 p.m., 9*th April.*—Await advice before selling permanent materials."
" *Do.* 4·35 p.m., 12*th April.*—Do not sell rails, present price £11 per ton."

Submitted to Government with reference to G. O., No. 724, dated 14th March 1872.

2. On the 15th instant I telegraphed to the Secretary to the Government of India that the Agent of the Great Southern of India Railway was ordered by his Board to await advice from them before selling materials, and that he refused at present to make any arrangements.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel R.E.,
Consulting Engineer for Railways.

No. 67. Order thereon, 4th May 1872, No. 1,143.

RAILWAY, No. 9.

Ordered to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 68. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 15th April 1872, No. 549-G. R :—

No. 610, dated 6th March 1872.
" 729, " 14th " "

I am directed to acknowledge the receipt of your letters marginally noted, and with reference to the proposal to increase the salary of Dr. vanSomeren, the Consulting Physician of the Madras

Railway, in consideration of his charge having increased considerably now that the open line has been completed, and in consideration of the satisfactory manner in which he has continued to discharge his duties, I am directed to convey the sanction of the Government of India to that officer's remuneration being raised from Rupees 210 to Rupees 300 per month.

No. 69. ORDER THEREON, 4th May 1872, No. 1,144.

RAILWAY, No. 10.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O, No. 609, dated 6th March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 70. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 18th April 1872, No. 170 :—

I HAVE the honour to bring to the notice of Government that in the accounts of the Dindigul Range of the Madura District for the months of September and October last, the amounts as per margin, being portions of the expenditure incurred in repairing roads, were passed conditionally by this office in consequence of the Range Officer's explanation recorded in his Statement of Objectionable Items.

In September ...	... Rs.	316
In October ...	... ,,	556

2. This explanation is to the effect that Rupees 316, included in September's expenditure, is a dishonest entry made by the Overseer (Serjeant Hamilton) who was in temporary charge of the range, and that the latter amount, namely, Rupees 556, had been misappropriated by him.

3. The Superintending Engineer is of opinion that as Serjeant Hamilton has been removed from the Department Public Works and relegated to his corps for military duty, the accounts should be adjusted, there being no chance of the recovery of the over-charges.

G. O., No. 503, dated 22nd February 1872.

4. I beg therefore the instructions of Government as to the admission or otherwise of the amounts which have been passed conditionally by this office.

No. 71. ORDER THEREON, 4th May 1872, No. 1,145.

ACCOUNT, No. 5.

SERJEANT HAMILTON having been removed from the department, the Controller of Public Works Accounts is authorized to admit the charges which have been conditionally passed by him.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 72. Read the following letter from the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 13th April 1872, No. 542 G. R.:—

I AM directed to acknowledge the receipt of your No. 865 of the 27th March 1872, and in reply to convey the sanction of the Government of India to the transmission to England, for compliance by the Board of Directors of the Madras Railway Company, of Indent No. 72 therewith submitted, amounting in the aggregate to Rupees 73,192-6-0 as per margin, for miscellaneous stores required to renew stock, to meet probable requirements on the line during the year 1873.

	RS.	A.	P.
For the Oil ward	50,110	11	0
Do. Shed do.	11,296	1	0
Do. Iron do.	11,785	10	0
Total ..	73,192	6	0

2. This sanction has been entered in the Register of this office as No. 2 M. R. of 1872-73.

No. 73. ORDER THEREON, 4th May 1872, No. 1,146.

RAILWAY, No. 11.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. 864, dated 27th March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 74. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 19th April 1872, No. 269 :—

I HAVE the honour to enclose herewith, for orders of Government, an indent in duplicate for iron required from England, received from the Officer in charge of the Government Workshop, Dowlaishweram, together with copy of his letter which accompanied the same; and as that officer states that Calcutta rates of iron are dearer than those of the home supply, I request that the General Superintendent of Public Works Stores may be permitted to obtain the indented iron for the Dowlaishweram Workshop from England *to be landed at Cocanada.*

1 Indent.
1 Copy of letter No. 10, dated 12th April 1872.

No. 75. ORDER THEREON, 4th May 1872, No. 1,147.

ACCOUNT, No. 6.

THE General Superintendent of Public Works Stores will include this iron in his next annual indent for the Presidency, distinctly noting therein that it should be landed at *Cocanada.*

2. The Executive Engineer in charge of the Dowlaishweram Workshop should be called on to specify particularly the description of iron of useful sizes of which the supply is now short and which has to be procured from Calcutta at very high rates.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 76. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 17th April 1872, No. 230 :—

In reference to G. O., 12th April 1872, No. 957, furnishing me with instructions in regard to Mr. Supervisor Martin's case, I have the honour respectfully to request that the further investigations as ordered therein into the charges brought against Assistant Engineer Mr. H. Lyon may be abandoned, now that that gentleman has quitted the district. Without in any way wishing to extenuate Mr. Lyon's violent conduct, as alleged, I submit that some consideration is due to a young officer having to carry out aggravating duties under a very hot sun, and who is, as he considers, systematically thwarted in those duties. Indiscretions which may give considerable annoyance at the time of their occurrence soon fall into oblivion, and as nothing further has transpired in the connection in question, it does not appear to me advisable to recall the memory of transactions of the kind put forward. And, indeed, it would be scarcely fair to do so in Mr. Lyon's absence. I trust therefore that the Government will be pleased to stay any further proceedings in this case.

2. I take the opportunity to mention that the individuals named in paragraph 3 of the G. O. under reply were with others dismissed by me in May 1871. *Vide* the half-yearly return of suspensions and dismissals submitted by me on the 23rd October 1871.

No. 77. Order thereon, 4th May 1872, No. 1,148.

ESTABLISHMENT, No. 6.

The charges brought against Mr. Lyon by Mr. Martin, which the Superintending Engineer was requested in G. O., No. 957, dated 12th April 1872, to investigate, are of a serious character, and as they were prominently noticed by Colonel Roberts himself, the Government are not prepared to authorize the abandonment of the inquiry into them which they accordingly request may be forthwith undertaken.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 78. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 26th April 1872, No. 595-S. R :—

In continuation of my letter No. 509-S. R., dated 12th April 1872, I am directed to forward, for the information of the Government of Madras, copies of two telegrams received from the Secretary of State on the subject of the Great Southern of India permanent-way materials.

2. The Great Southern of India Railway Company are willing to sell, but they want the present market value, by which it is supposed that they mean from one to two pounds sterling per ton more than cost price. Without further information the Government of India cannot consent to this arrangement, and I am, therefore, desired to request that two indents for permanent-way materials for the Great

Southern of India extensions may be prepared, namely, one showing the amount which will be required if the transfer of 87 miles of material for use on the Nizam's line be effected, and the other showing the total if the negotiation be broken off, as it possibly may be.

3. Copy of letter of this day's date, No. 594-S. R., to Resident, Hyderabad, is enclosed.

Copies of Telegrams.

From Secretary, London, to Viceroy, Calcutta, dated 25th April 1872.

GREAT Southern Board agrees to sell broad gauge materials at present market value; letter giving prices follows.

From Secretary, London, to Viceroy, Calcutta, dated 25th April 1872.

GREAT Southern Railway extension from Trichinopoly.—Scheme approved; send indents for materials speedily.

From the Government of India, Public Works Department, to the Resident at Hyderabad, dated 26th April 1872, No. 594-S. R.

IN continuation of former correspondence I am directed to enclose, for your information, a copy of a telegram from the Secretary of State on the subject of the proposed transfer of permanent-way materials from the Great Southern of India Railway.

2. The Company state that they agree to sell their material at present market value, and the Government of India have reason to believe that the current rate for railway bars in England is not less than £9-10-0 per ton. The Government are not at present prepared to consent to suffer so severe a loss as acceptance of the offered terms would apparently imply, and I am therefore to request that you will send forward alternative indents, one showing the amount of permanent-way material required on the Nizam's Railway, if the transfer is made from the Great Southern of India Railway, and the other if the permanent-way material has to be procured from England.

3. Copy of Public Works Department letter No. 595-S. R., of this date to the Madras Government is enclosed.

No. 79. ORDER THEREON, 4th May 1872, No. 1,149.

RAILWAY, No. 12.

COMMUNICATED to the Consulting Engineer for Railways in continuation of G. O., No. 1,081, dated 26th April 1872, and with a request that the indents called for may be furnished.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 80. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Bezwarah, 5th April 1872, No. 2:—

REFERRING to the enclosed petition forwarded with your No. 548, 5th ultimo, I have the honour to report that I have never received any appeal from either boat-owners or travellers against the action of the clause inserted in the license, in pursuance of G. O., No. 2,528, 24th October 1870, on a reference made by the Acting Superintending Engineer, 1st Division. The Government will have seen from my No. 93, 23rd October 1871, that I deprecated the interference with the trade suggested by the Collector of the Kistna District.

1 License Form.
1 Petition.

G. O., No. 305, dated 1st February 1872.

2. So far as I can discover the persons who complain are Christian converts, or pariah servants of gentlemen; few others of the classes objected to travel at all. The latter, if accompanying their masters, I believe find no difficulty, and my

own servants say that they have never failed to get conveyance, though perhaps after some short delay. I am free to confess that I see small prospect of any accommodation being specially provided for persons of these classes under ordinary circumstances.

3. There is certainly no religious reason why the brahmin and the pariah should not travel together; more than one brahmin subordinate of mine has gladly accepted the convenience of travelling in my boat, in the full knowledge that my cook and sweeper were on board. The ordinary transit boats are manned by large numbers of Mussulmen, and I cannot conceive that they can be admitted as less alien than the pariah.

4. At the same time it must be acknowledged that the prejudice does exist very strongly in the Kistna District. I have heard that a high native official was taunted by his stricter brethren with sitting under a pariah coachman in his palanquin carriage, and that he was obliged to dismiss him.

5. While this feeling prevails, it is clear that such a clause in the boat license as the one complained of may affect very seriously the earnings of the boat-owners, who may be obliged, by fear of having their licenses suspended, to sacrifice the passage money of a large number of Brahmins and Sudras, because one pariah insists on being admitted.

6. It must be borne in mind that no boat has been allowed to pass our locks (unless by oversight) without a license. I was not aware till lately, or I should have urged it in my No. 93 of 23rd October 1871, that, under precedent of long standing, Mr. Norris, Assistant Engineer, and other gentlemen had been called on to pay license for their pleasure boats.

7. Many of the boats are not plying for hire. They carry their owners goods from some entrepôt inland to the coast, and either convey return goods of theirs or in some cases go back empty; they receive licenses to carry goods or passengers, but I fail to see how they can be compelled to carry either.

8. I have reason to understand that no passengers are refused except in cases where those already on board object; and till this G. O. was issued the action of the boat-owner or his Agent was regulated by his calculation as to the profit which he might expect either immediately or on the whole by rejecting this or that party.

No. 2,528, 24th October 1870.

9. A form of license now issued to boat-owners in the Kistna canals is enclosed.

No. 81. ORDER THEREON, 4th May 1872, No. 1,150.

ESTABLISHMENT, No. 7.

As the question raised in Petition No. 548 of 1872 affects boat-owners in the Godavery as well as the Kistna canals, the Government resolve to forward the papers now before them to the Superintending Engineer of the 1st Division, with a view to obtaining the opinion of that officer as to the general working of the license now granted, and the existence or otherwise of any grievance of the nature complained of by the petitioners.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 82. Read the following paper from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 18th April 1872, No. 168 :—

MONTHLY Appropriation Return for February 1872 showing the state of the grants at the end of the month as per Budget Register.

PART I.—*Grants for Main Heads of Service.*

Heads.	Amount at credit at the beginning of the month.	Additions made during the month.	Total.	Reductions made during the month.	Amount at credit at the end of the month.
	RS.	RS.	RS.	RS.	RS.
IMPERIAL.					
Extraordinary.					
Original Works Agricultural	15,12,000	......	15,12,000	......	15,12,000
Establishment	2,63,000	......	2,63,000	......	2,63,000
Tools and Plant ...	20,000	......	20,000	......	20,000
Total, Extraordinary...	17,95,000	......	17,95,000	......	17,95,000
ORDINARY.					
Original Works.					
Military	2,19,348	......	2,19,348	10,000	2,09,348
Agricultural	2,96,500	......	2,96,500	5,000	2,91,500
Civil Buildings	1,08,300	......	1,08,300	732	1,07,568
Total, Original Works Ordinary...	6,24,148	......	6,24,148	15,732	6,08,416
Repairs	14,25,352	10,732	14,36,084	......	14,36,084
Establishment	8,52,000	......	8,52,000	......	8,52,000
Tools and Plant ...	80,700	5,000	85,700	......	85,700
Total, Ordinary...	29,82,200	15,732	29,97,932	15,732	29,82,200
Total Grants, Imperial...	47,77,200	15,732	47,92,932	15,732	47,77,200
PROVINCIAL.					
Original Works.					
Civil Buildings	5,92,930	5,000	5,97,930	3,602	5,94,328
Communications ...	10,000	......	10,000	......	10,000
Miscellaneous Public Improvement	24,604	......	24,604	......	24,604
Total, Original Works...	6,27,534	5,000	6,32,534	3,602	6,28,932
Repairs	1,52,949	3,602	1,56,551	......	1,56,551
Establishment	1,63,660	......	1,63,660	......	1,63,660
Tools and Plant ...	30,000	......	30,000	......	30,000
Total Grants, Provincial.	9,74,143	8,602	9,82,745	3,602	9,79,143

Details of Additions and Reductions of Main Heads during the month.

IMPERIAL.

Additions.

	RS.
Amount transferred from the head Original Works Military to that of Repairs Military. *Vide* G. O., No. 311, dated 1st February 1872 ...	10,000
Amount transferred from the head Original Works Civil Buildings to that of Repairs Civil Buildings. *Vide* G. O., No. 311, dated 1st February 1872...	276

	RS.
Amount transferred from the head Original Works Agricultural Ordinary to Tools and Plant Ordinary. *Vide* G. O., No. 311, dated 1st February 1872	5,000
Amount transferred from the head Original Works Civil Buildings to Repairs Civil Buildings. *Vide* G. O., No. 546, dated 29th February 1872 ...	456
	15,732

Reductions.

As above	......
Net increase...	*Nil.*

PROVINCIAL.

Additions.

Amount transferred from Original Works Civil Buildings to Repairs Civil Buildings. *Vide* G. O., No. 376, dated 7th February 1872	1,549
Amount transferred from Original Works Civil Buildings to Repairs Civil Buildings. *Vide* G. O., No. 376, dated 7th February 1872	1,213
Amount transferred from Original Works Civil Buildings to Repairs Miscellaneous Public Improvement. *Vide* G. O., No. 517, dated 26th February 1872	1,800
Amount transferred from Repairs Civil Buildings to Original Works Civil Buildings. *Vide* G. O., No. 108, dated 10th February 1872	960
Additional grant under the head Civil Buildings New Works. G. O., No. 225, dated 29th February 1872	5,000
	10,522

Reductions.

As above	5,522
Net increase ...	5,000

PART II.—*Appropriations against Minor Works Grant.*

Heads.	Amount of grant unappropriated at the beginning of the month.	ADDITIONS AND REDUCTIONS BY TRANSFERS.			Balance as modified.	APPROPRIATIONS.			Balance of grant unappropriated at the end of the month.
		Additions during the month.	Total.	Reductions during the month.		Minor works.	Major works.	Total.	
Imperial.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Military	4,468	......	4,468	......	4,468	1,045	......	1,045	3,423
Agricultural	27,319	......	27,319	5,000	22,319	1,637	......	1,637	20,082
Civil Buildings ...	16	......	16	......	16	......	......	......	16
Total, Imperial...	31,803	......	31,803	5,000	26,803	2,682	......	2,682	24,121
Provincial.									
Civil Buildings ...	3,137	......	3,137	......	3,137	129	......	129	3,008
Miscellaneous Public Improvement ...	......	......	......	......	......	......	......	......	......
Total, Provincial...	3,137	......	3,137	......	3,137	129	......	129	3,008

Abstract of Part II.

—	Appropriations.			
	Imperial.		Provincial.	
	Minor Works.	Major Works.	Minor Works.	Major Works.
	RS.	RS.	RS.	RS.
April 1871	27,493	9,544	......	......
May ,, ...	8,775	18,090	......	......
June ,, ...	13,138	35,000	4,677	17,180
July ,, ...	12,242	49,733	11,293	83,788
August ,, ...	6,146	......	9,801	39,910
September ,, ...	5,291	......	1,572	15,136
October ,, ...	3,279	......	1,074	......
November ,, ...	3,146	......	763	......
December ,, ...	528	......	379	......
January 1872	2,040	10,000	268	......
February ,, ...	2,682	......	129	......
	84,760	1,22,367	29,956	1,56,014
	1,22,367	......	1,56,014	......
	2,07,127	......	1,85,970	......
Total Grant...	2,31,248	......	1,88,978	......
Unappropriated Balance...	24,121	......	3,008	......

—

Part III.—*Appropriations against Grants for Repairs.*

Heads.	Amount of grant unappropriated at the beginning of the month.	Additions and reductions by transfers.			Balance as modified.	Appropriations during the month.	Balance of grant unappropriated at the end of the month.
		Additions during the month.	Total.	Reductions during the month.			
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Imperial.							
Military	11,528	10,000	21,528	......	21,528	12,295	9,233
Agricultural	58,567	......	58,567	......	58,567	4,111	62,678
Civil Buildings ...	2,516	732	3,248	......	3,248	13,22	1,926
Total, Imperial...	72,611	10,732	83,343	......	83,343	9,506	73,837
Provincial.							
Civil Buildings ...	14,207	3,998	18,205	......	18,205	9,259	8,946
Communications ...	978	......	978	......	978	......	978
Miscellaneous Public Improvement ...	8,802	......	8,802	396	8,406	1,008	9,414
Total, Provincial...	23,987	3,998	27,985	396	27,589	8,251	19,338
Tools and Plant Imperial Extraordinary	19,169	......	19,169	......	19,169	5,520	13,649
Do. do. do. Ordinary...	56,562	5,000	61,562	......	61,562	5,586	55,976
Do. do. do. Provincial.	30,000	......	30,000	......	30,000	......	30,000

Abstract of Part III.

	Appropriations. Imperial.	Appropriations. Provincial.
	RS.	RS.
April 1871	5,11,840	......
May ,, ...	2,03,019	......
June ,, ...	1,83,039	73,880
July ,, ...	1,46,395	8,598
August ,, ...	64,340	10,629
September ,, ...	68,311	8,679
October ,, ...	44,107	9,909
November ,, ...	74,224	6,158
December ,, ...	30,775	4,456
January 1872	26,691	6,653
February ,, ...	9,506	8,251
	13,62,247	1,37,213
Total Grant...	14,36,084	1,56,551
Unappropriated Balance...	73,837	19,338

Statement of Unauthorized Appropriations made during the month of February 1872.

Particulars.	Amount.	Remarks by Controller.	Orders of Local Govt.
	Nil.		

No. 83. ORDER THEREON, 4th May 1872, No. 1,151.

ACCOUNT, No. 7.

COMMUNICATED to the Accountant-General of the Public Works Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 84. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 19th April 1872, No. 188 :—

IN continuation of my letter No. 3,075, dated 15th March 1872, I have the honour to submit a statement of items of unauthorized outlay for the month of January 1872.

2. The whole of these items have already appeared in my statement for January 1872, and, in noticing them *seriatim*, I beg to state, with regard to the

first item, that the estimate for the work will, as intimated by the Superintending Engineer, be shortly submitted to Government. Item No. 2 represents expenditure on a Famine Relief Work, and requires an estimate in addition to an allotment. Government in their Order No. 266, dated 10th February 1872, Revenue Department, have ruled that the special grants for relief works will be provided from general funds, and that the question of ultimate adjustment will be divided hereafter.

3. The outlay recorded against Items Nos. 3 and 4 exceeds the modified allotment in each case by above the prescribed limitation of Rupees 500. The Superintending Engineer states that application was made to the Local Fund Board for additional grants for these roads, and that as they have not been made available, the matter has been reported to Government. The original assignments were Rupees 15,410 and 13,740, which were reduced to the sums noted in the statement in the revised Budget issued in February last.

4. With respect to Item 5, I have no explanation to offer beyond that embodied in my statement for January, and which is entered below for ready reference :—

" The original maintenance grant of Rupees 1,000 for this road having been reduced to Rupees 500 in Revenue Board's Proceedings, No. 1,120, dated 13th February 1872, the Superintending Engineer was requested to apply to the Local Fund Board for a supplemental grant to cover the excess outlay. The Superintending Engineer has replied that the Proceedings quoted have been received neither in his office nor in that of the Executive Engineer. The matter has since been brought to the Board of Revenue."

5. The expenditure on the work shown as Item No. 6 exceeds the estimate by more than 5 per cent. The Superintending Engineer states that a revised estimate and report have been submitted to Government.

Statement of unauthorized outlay appearing in the Accounts of the undermentioned Ranges for the month of January 1872 :—

Number of Item.	Range.	District.	Items.	Estimate.	Total expenditure up to 31st January 1872.	Grant for 1871-72.	Expenditure in 1871-72 up to 31st January 1872.	Expenditure in January. 1872,	Remarks.
				RS.	RS.	RS.	RS.	RS.	
			Provincial.						
1	Chittoor Range...	North Arcot...	Constructing a Subsidiary Jail and improving the Taluq Cutcherry and Police Station house at Chittoor ...	......	4,037	811	806	806	*Vide* Statement of Objectionable Items for January 1872.
			Local.						
2	Berhampore ...	Ganjam ...	Metalling Trunk Road from Bengal frontier to Berhampore and from Berhampore to Mahindra	......	234	......	234	234	
3	Vizagapatam ...	Vizagapatam...	Road from Chodaveram to Ankapilly	59,892	40,245	5,600	6,922	388	
4	Do. ...	Do. ...	Do. from Ankapilly to Pudamadaka *via* Mungapaka ...	57,644	30,856	5,600	6,993	392	
5	Cuddalore ...	South Arcot...	Maintenance of the road from Trivandipuram to Trivady by Poloor	500	697	500	697	210	
6	Palghaut ...	Malabar ...	Revetting the north bank at Vypeen	3,000	3,152	3,815	1,966	14	

MADRAS,
19*th April* 1872.

(Signed) S. BROCK,
Controller of Public Works Accounts.

No. 85. ORDER THEREON, 4th May 1872, No. 1,152.

ACCOUNT, No. 8.

THE explanation of the Superintending Engineer of the 4th Division, in regard to the circumstances under which expenditure was incurred on the work appearing as Item 1 in anticipation of sanction to the estimate, was called for in the orders of the 15th April 1872, No. 162, and is now awaited.

2. Item 6.—Separate orders will be passed on the Estimates submitted by the Superintending Engineer of the 7th Division.

3. With these remarks the Controller's report will be communicated to the Financial Department, in continuation of G. O., No. 885, dated 3rd April 1872, for such orders as may be necessary on the remaining items of irregular outlay.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following letters :—

No. 86. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 18th January 1872, No. 3,178.

ADVERTING to G. O. of the 8th instant, No. 28, I have the honour to observe it appears to me the point at issue is one between the Government of India and this Government as to the principles on which the audit of expenditure is to be conducted by the Controller, and hardly one which subordinate officers can interfere with; but having been called upon to do so, and having had considerable experience in the account branch, I venture to submit a few remarks.

2. When the late Accountant-General, Colonel Chesney, visited Madras, I had to explain to that officer that Sir W. Denison and his Council were totally averse to the Controller interfering in the matter of rates of work, as executed, or executing, on the principle that the local officers who prepared the designs and estimates supervised and executed the works, were far more competent for this duty, and should be held responsible for the expenditure they had recommended the Government to incur. To this Colonel Chesney appeared to assent, regretting merely, as far as I recollect, that uniformity of practice could not be adopted throughout India; but as there is no such thing in any other part of the country to correspond with our outlay on "Repairs Agricultural," and it would be next to impracticable to give the details of these, and useless if afforded for such simple works, it was decided not to interfere with the practice at all.

3. Having been connected with the account, the executive, and the directing branches of the department, and had some experience of the working of the system under the Government of India, I regret to say I must adhere to the principles formerly arranged for this Presidency. In Nagpore I found the greatest difficulty in obtaining information as regards rates for work, and the more so as

there the works were chiefly in stations or lines of roads; whereas in our districts they are scattered all over the country, and when an irrigation project was taken up no one could tell what the rates were likely to be in any village; this knowledge can only be acquired by actual experience. I am unable therefore to see what good results are likely to be obtained by the Controller compiling long schedules of rates from the Progress Reports.

* * * * *

No. 87. From the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Kaligerry, 23rd February 1872, No. 157.

Referring to memorandum No. 20, 19th instant, I have the honour to observe that G. O., No. 177, 22nd January 1872, appeared to me to settle the whole subject referred to me for report in G. O., No. 28, 8th January 1872. Under its provisions officers in charge of large projects will furnish schedules of rates compared in detail with estimates, and in them, as I believe, all the information required by the Government of India.

2. As Superintending Engineers receive copies of these papers periodically, and can examine the registers themselves whenever occasion requires or opportunity offers, they will have the best means of checking both works in progress and estimates for other works of similar nature.

No. 88. From the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 3rd October 1871, No. 1,253.

I have the honour, with reference to G. O., No. 2,424, dated 22nd ultimo, to forward, for the information of Government, a printed blank form of data of prices of building and other materials, etc., which I require to be submitted half-yearly from every taluq in this division.

2. The entries under several of the main heads could doubtless be increased if adopted by other divisions; but considering the requirements for works in this division, I think the details of the schedule provide for everything.

No. 89. From the same Officer, dated Bellary, 9th April 1872, No. 72.

With reference to G. O., No. 28, dated 8th January last, I have the honour to make the following observations.

2. The Accountant-General very rightly remarks in paragraph 3 of his letter printed with above order, that Superintending Engineers have not the means of knowing the actual rates at which work is being executed. It is only when on tour through ranges can this information, if required, be obtained; for a difference between "estimate" and "actual working" rates must exist.

3. With my letter No. 1,253, dated 3rd October 1871, I forwarded, for the information of Government, a form of "data of prices of building and other materials." This schedule is beginning to prove very useful, as I insist upon each

Range Officer to fill in the rate column upon actually calculated data. This necessarily also requires an Overseer to have a knowledge of the details as well, as the return is for each taluq.

4. As far as practicable each of these returns is checked in my office, and Range Officers have been informed how very desirable it is to thoroughly scrutinize each item in the return for one half-year, as it would save them much time and trouble in filling in subsequent returns if they insisted upon their Overseers noting differences in rates on any particular kind of work during the preceding half-year.

5. So far as this office is concerned, the object for getting these data schedules is to facilitate the checking of rates given in estimates, but this does not answer the object the Accountant-General has in view that such schedules should serve to show the rates at which works of various description are being done.

6. I am quite of opinion with the Accountant-General in the matter that the Controller's Office having to deal with the details of accounts, can alone supply such schedules based upon *actual* working rates.

At present the accounts office is of no practical help to Superintending Engineers, as they are left to find out as best they can any tendency of an estimate being exceeded. This information, as remarked before, can only be obtained when a Superintending Engineer is on tour. Most Range Officers, under the false impression of getting into trouble, put off from day to day reporting such matters or to send in supplemental or revised estimates until such a course becomes inevitable. Others, from not closely looking into these details themselves, allow estimates to be exceeded, and then submit revised or supplemental estimates. It must therefore be manifest that some strict and timely control to check any tendency for exceeding estimates is absolutely called for.

7. Unless I am very much mistaken, the schedules which the Accountant-General requires the Controller to compile would be practically useless, if they are to be prepared for each district. Of much less use would they be if prepared for a division which is comprised of two or three districts.

My reason for saying so is that the rates between some of the taluqs, even neighbouring taluqs, differ and at times so widely that they would form no basis for check-work, and the object of the compilation would thereby be wholly defeated. To be of use, therefore, I should say that these schedules should be for each taluq.

Then, again, the compilers of these returns must necessarily have some knowledge of the various kinds of work they should enter, or the result would be that the direction as well as the construction branches of the department will have a lot of useless information thrust on to them, while items of importance would probably be omitted.

8. Schedules compiled on *actual* rates would enable Superintending Engineers to check the rates in estimates with much greater accuracy than on the data referred to by me, and which is in use in this division. These schedules of actual working rates might be supplied annually to divisions and to ranges.

9. It is to be regretted that the Accountant-General has not sent, as far as I can gather from the papers before me, some copies of the schedules, as with these before one a better insight of the intrinsic value of such record might be obtained.

No. 90. From the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 21st October 1871, No. 2,991.

WITH reference to paragraph 2 of the Government Order dated 22nd September 1871, No. 2,424, I have the honour to state that it will be much easier for the Controller to prepare the statement called for by the Government of India than it will be for the Superintending Engineer, if I understand rightly that a comparison is required between the present schedule rates and that at which the works have actually been carried out.

2. Price lists and schedules of rates are sent to the Controller of Public Works Accounts to enable him to check the expenditure on works of which he receives detailed accounts. Under the system in force the Superintending Engineer receives no detailed accounts of expenditure, such as those sent to the Controller, so it will not be possible for him to strike out the rates from the results obtained in actual work. It is the actual rates that it appears the Government of India require; they can, of course, be prepared by the Range Officer, but his Office is already overworked; they can also be prepared by the Superintending Engineer, but it will entail the submission of duplicate copies of the documents that only go to the Controller, whereas the whole papers are now always sent to the Controller's Office, and where the required return can be more easily made out.

3. As nearly all work in my division is done by contract, it is impossible to compare the schedule rates with the actuals.

No. 91. From the same Officer, dated Madras, 17th January 1872, No. 4,170.

IN reply to Government Order No. 28, dated 8th January 1872, I have the honour to state that I have only to add to my letter No. 2,991, dated 21st October 1871, on the subject of the schedule of rates, that I would recommend that the Progress Report be sent in filled up with the information given in the last columns, as used to be done prior to Government Order No. 216, dated 22nd January 1867, which Government Order ought to be cancelled.

2. I consider that the Controller has very much over-estimated the extra work that would be entailed on his office, as out of 279 works in my division, mentioned in paragraph 6, only two would have to be examined for the preparation of a schedule of rates, all the others being under execution on contract. He could hardly, therefore, say that it would entail on his office extra work.

3. In conclusion I would only quote what the Secretary to Government of India says that, "It is one of the special objects of the Controller's Office to assist Superintending Engineers by preparing such information as may be useful to guide them in scrutiny of rates and estimates."

No. 92. From the Officiating Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 18th January 1872, No. 229.

WITH reference to G. O., No. 28, of 8th instant, on the matter of the schedules of rates called for by the Government of India, I have the honour to state that it

appears to me very immaterial by whom these schedules are prepared, but that I conceive it can be far more readily done in the Superintending Engineers' Offices, they having far readier access to the records, etc., of the Range Offices, and having also greater opportunities for personal communication with the Range Officers from whom, of course, the greater part of the information required must come.

2. The schedules, by whomsoever prepared, should be prepared for the use of Superintending Engineers, whose very proper duty should be to check and scrutinize rates, with which it seems to me the Controller should have nothing whatever to do.

3. If the Controller is to be vested with this power, as would seem to be contemplated by the Government of India, it would be far better to relieve Superintending Engineers of the trouble and responsibility attaching to it. It seems a sheer waste of time to put two men to do the same work, the one being, in my opinion, at least far less competent to perform it than the other. With however great care these schedules are prepared there must be occasional deviations from them; to account for these would entail, if the Controller is to sit in judgment on them, a great deal of correspondence, which is equivalent to delay of work, and if I understand aright, the Controller does not desire the duty, and is unprepared to undertake it without additional establishment, and I think he is quite right.

4. The system of check and counter-check is, I think, one of the curses of this department, operating fearfully to accumulate correspondence and retard work.

5. I think, then, that the preparation of these schedules can be best performed in the Superintending Engineer's Offices; that the check and scrutiny of rates should rest with the Superintending Engineers; and I would further suggest that the contemplated schedules be revised annually instead of half-yearly, as the changes likely to occur in six months are so very trivial that one document will be almost a literal transcript of that of the preceding half-year.

No. 93. From the Officiating Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Camp at Upper Anicut, 9th February 1872, No. 881.

With reference to G. O., No. 28, dated 8th January 1872, I have the honour to report that, under the present system of accounts, the preparation of a schedule of rates, as required by the Government of India, by the Controller, seems to be almost impracticable, and without considerable alterations in the system I do not see that the Controller could assist Superintending Engineers in the scrutiny of rates and estimates.

2. It is at present the duty of Superintending Engineers to check the rates entered in all estimates; the Range Officers are required to submit half-yearly price lists of labour and materials for each taluq in their ranges, and with this as a guide and the local knowledge that the Superintending Engineer must, after a short experience of the division, have acquired, he is able to exercise a very efficient check on all estimates submitted. This is surely sufficient; the Superintending Engineer checks the rates of all estimates, and is thus answerable for their correctness; he receives the information that enables him to check rates and data direct

from the Range Officers, and can satisfy himself of the accuracy of that information, and I submit that he is in a position to inform the Controller on this point rather than the reverse.

3. I cannot see that anything more is necessary than the half-yearly statement of rates now submitted for a proper check on rates of all estimates, and I think it would be highly inexpedient to transfer the duty of checking rates, etc., from Superintending Engineers to the Controller, and would throw a vast amount of unnecessary labour in the office of the latter.

No. 94. From the Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Camp at Cochin, 10th February 1872, No. 236.

In reply to G. O., No. 28, of the 8th January 1872, I have the honour to express my opinion that as pointed out by the Secretary to the Government of India in his letter printed with the G. O. under reply, the schedule of rates can be more accurately prepared by the Controller than by Superintending Engineers. The range Progress Reports supplied to the Controller give the quantity, rate, and cost of each sub-head of estimate, whereas such can only be seen by the Superintending Engineers on inspection of ranges and the several registers of works in progress, as the Progress Reports submitted to Superintending Engineers give only such information as is necessary under G. O., No. 2,986, dated 9th October 1865. Under G. O., No. 1,524, dated 5th June 1865, abstracts of all sanctioned estimates are now invariably supplied to the Controller, who alone from the Range Officer's Progress Reports is able to check the rates and supply satisfactory schedules. I consider it unnecessary and undesirable that the Controller should examine and report upon estimates prior to their submission for the sanction of Government. This duty clearly belongs to Superintending Engineers, who before submitting the estimates to Government satisfy themselves that the rates are reasonable, and in accordance with the schedules to be hereafter furnished them by the Controller annually.

No. 95. From the Superintending Engineer, 8th Division, to the Secretary to Government, Public Works Department, dated on Circuit at Vagaicolum, 21st March 1872, No. 4,914.

In reply to G. O., 8th January 1872, No. 28, and your reminder No. 20, dated 19th ultimo, calling for a report on the preparation of schedules of rates of work of different kinds actually current in this division, I have the honour to state as follows.

2. Whatever may be the custom of the Government of India in regard to rates being fixed by their Controller, the system here practised of rates being fixed by the Superintending Engineer has no alternative, inasmuch as the Controller, though so-called, is *de facto* merely Accountant and Paymaster, and were the name of Controller dropped, it appears to me that much confusion of ideas would be avoided.

3. Under existing circumstances it must be manifest that it would be simply ridiculous to impose upon the Controller, at Madras, the fixing of rates in the

different divisions of this Presidency ; and the amount of additional correspondence that such a system would entail is something too awful to contemplate.

4. Moreover, the circumstances of one work differ so much from another that, except within certain limits, it is not possible to fix rates without local knowledge. Rates often vary in different localities of an executive charge more than they vary in different executive charges. And not only this, but in the same localities rates differ under our present system with the object of the work ; that is to say, villagers interested in the speedy repair of an irrigation work will undertake it at rates for which they would not work on the roads.

5. These and similar circumstances can be known only to the Superintending Engineer with local knowledge, and not to the Controller, and it requires the most constant watching on the part of the Superintending Engineer to regulate these rates.

6. I may mention, as an instance in point, that since I have had charge of this division I have reduced the rates all round on an average about 25 per cent. How could the Controller at Madras venture upon such a sweeping reduction ? It was only, however, by most careful inquiry on the spot as to the cost of materials and by ascertaining the actual cost of work executed, that I arrived at a conclusion that authorized my acting as I did. This reduction, moreover, has resulted in superior work ; for it would appear that natives are not slow to understand that those who are unable to check properly the cost of work will show equal inability in gauging its quality.

7. I hope to be able to submit shortly a form of schedule showing data and rates for this division, but in consequence of the extreme confusion in which the department has unfortunately been allowed to fall in this division it has been rather an up-hill task.

8. I have only, in conclusion, to remark that I cannot understand the necessity of these frequent submissions of " complete and exhaustive" schedules, as directed by the Government of India. In the War Department, in England, the schedules for each station stand good for three years, and as the people of this country are far more conservative than is the case with us at home, I cannot myself see any justifiable or legitimate cause or excuse for throwing every six months on this department the laborious duties of preparing complete and exhaustive schedules for submission to the Government of India. With the form of schedule that will be submitted by me an attempt will be made, however, to reduce this labour to a minimum.

No. 96. From the Special Executive Engineer, Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 13th January 1872, No. 9.

Reference.—G. O., No. 28, dated 8th January 1872.

With reference to above I am of opinion that there can be little difficulty experienced by divisional officers in drawing up schedules of rates from the reports of their Range Officers and the result of their own observation ; but to assist them in this it would probably be better for Range Officers to furnish each half-year a

copy of the entries in their Registers of Work during that period, as the monthly Progress Reports do not give sufficient details from which to compile a schedule of rates.

2. A short and easy form would be the present heading of the Work Register, with three lines added, showing,

1st.—Quantity of work under each sub-head and cost as per previous half-year's report.

2nd.—Quantity and cost during the half-year to which report refers.

3rd.—Total to be carried forward to next report.

3. I certainly think that the duty is one far more within the province of officers who have to countersign and submit estimates to Government, than of the Controller, independent of the question of cost for extra establishment.

No. 97. Memorandum from the Deputy Secretary to the Government of India, Public Works Department (Account—General), to the Secretary to the Government of Madras, Public Works Department, dated 9th February 1872, No. 877/1-A. G.

No. 877-A. G., dated 10th November 1871.

The undersigned is directed to invite attention to the reference from this department marginally noted, and to request the favour of an early reply thereto.

(Signed) J. J. McLEOD INNES, Lieut.-Col., R. E.,
Dy. Secy. to the Govt. of India.

No. 98. Memorandum from the Deputy Secretary to the Government of India, Public Works Department (Account), to the Secretary to the Government of Madras, Public Works Department, dated 22nd March 1872, No. 877/2-A. G.

No. 877-A. G., dated 10th November 1871.

The undersigned is directed to invite attention to the reference from this department marginally noted, and to request the favour of an early reply thereto.

(Signed) J. HOPKINS,
For *Dy. Secy. to the Govt. of India.*

No. 99. Order thereon, 6th May 1872, No. 1,153.

ACCOUNT, No. 9.

After a full consideration of the reports of the Superintending Engineers and the Controller of Public Works Accounts, the Government are confirmed in their opinion that the duty of checking and reporting on estimates and rates should devolve upon Superintending Engineers, and that they are best able to prepare the schedules of rates referred to by the Government of India in their Circular No. 381 of the 12th July 1871.

2. The schedules should be carefully revised from time to time with reference to the cost of work actually executed, as shown in the range accounts and particularly in the Register of Works, and the Government concur in the opinion expressed by the Special Executive Engineer, Wynaad, that it would facilitate the task of Superintending Engineers if they were furnished periodically with copies of the Register of Works in each range, modified in form to exhibit clearly the information required. That is to say, in addition to the quantity and cost of work under each sub-head, the resulting rate should be shown. The number of the item in the range schedule of rates, corresponding to the character or class of work under the sub-head, should be attached, and work executed at contract rates should be distinguished from that carried on by departmental agency. Until the rates in the schedules can be considered well established, the range lists and the copy of the Register of Works should be sent to Superintending Engineers half-yearly. Subsequently it will be sufficient to prepare the statements once in the year.

3. The divisional schedules will be forwarded to the Chief Engineer, who will compile the abstracts required by the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 100. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 6th May 1872, No. 1,154.

ACCOUNT, No. 10.

10th November 1871, No. 877-A. G.

SIR,—In reply to the letter of the Government of India marginally noted, I am directed to inform you that after reference to the Controller of Public Works Accounts and Superintending Engineers, the Honourable the Governor in Council is confirmed in his opinion that the duty of controlling the rates paid for work as well as checking and reporting upon estimates should devolve upon the latter officers, who are the professional advisers of Government, and who with their intimate knowledge of local peculiarities affecting rates, and their close correspondence with the Range Officers actually carrying out works, are far better fitted for it than the Controller, who is not required to be an Engineer.

2. It follows I am to point out that the detailed schedules of rates for each division, directed to be prepared by the Government of India in their Circular No. 381 of the 12th July 1871, can be most readily and correctly furnished by the Superintending Engineers, but that it is at the same time obvious that the general abstract must be compiled in a Central Office with which all these officers are in correspondence, and further that it will also be necessary that the schedules should be carefully scrutinized in order that discrepancies may be rectified, and that uniformity in nomenclature, in the classification of the different descriptions of work, and in the units of measurement adopted, may be secured.

3. I am to add that apart from the fact explained by the Controller in his letter accompanying, that the progress returns furnished to him at present only

exhibit rates for work executed during the current month, and not for work up to date, and that consequently they do not supply the necessary information, it is the conviction of this Government that the investigations indicated are entirely beyond the province of a Controller of Accounts, who is not necessarily an Engineer, and that centralization in reference to such matters should be effected in the Office of the Chief Engineer. The Government consider that the work of digesting the schedules furnished by the Superintending Engineers can hardly be entrusted to any other officer, and I am desired to add that to this view effect will be given in order to meet the requirements of the Supreme Government.

4. In reference to the question of the desirability of deriving the rates for estimates from the cost of similar work, previously executed, adverted to by the Government of India in their circular, I am to observe that if the schedules are periodically revised from such data they should afford correct information as a basis for estimates, and that in order to enable Superintending Engineers to carry out this revision readily and comprehensively, they should be furnished periodically with copies of the Register of Works of their Range Officers I am to state that orders to this effect will be issued, and to add, in conclusion, that the Government consider that, although it may be desirable at first to correct the schedules at half-yearly intervals, it will be sufficient, so soon as these rates are well established, to revise them once a year only.

No. 101. Read the following letter from the Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 1st April 1872, No. 3 :—

I HAVE the honor to forward herewith seven estimates as per margin, amounting to Rupees 9,980, for watching and tending Steamers, Dredges, etc., during the year 1872-73, together with copy of a letter received from the Executive Engineer in charge No. 1 Range, Godavery, and to inform you that sufficient funds not having been provided in the Imperial Budget for 1872-73 under the head "Tools and Plant, Repairs," I am unable to set aside the requisite funds for that purpose.

	RS.
Watching Canal Dredges	420
Maintaining twelve Sea Punts	1,800
Do. two large Sea Dredges ...	1,500
Do. two Sea Dredges	1,200
Watching and tending Harbour Steamer and Dredges	1,560
Maintaining three small River Steamers	1,800
Do. four Dredges	1,700
Total...	9,980

2. The grants assigned to the Godavery District for keeping the Godavery Plant in order during the official year 1871-72 amounted to Rupees 15,050, whereas the amount allotted by Government for the same purpose for 1872-73 is only Rupees 50. This sum is not in any way sufficient to meet the requirements of the Range Officers, and I therefore request you will be pleased to obtain the sanction of Government for placing at my disposal an additional assignment of Rupees 15,000 on this account.

No. 102. ORDER THEREON, 6th May 1872, No. 1,155.

ACCOUNT, No. 11.

THE Chief Engineer for Irrigation having early in the year 1871 visited the Northern Districts and personally examined most of the floating plant employed in the Godavery Delta Canals and the Cocanada Harbour reported in great detail the condition of the vessels at the time of his inspection, and submitted proposals for their future maintenance. Major Mullins calculated that a sum of Rupees 6,430 would be immediately required for preserving the Harbour Plant, and Rupees 1,810 for putting the River Plant in a state of repair, and that future annual grants for maintenance of the undermentioned amounts would be sufficient for keeping the vessels in an efficient condition :—

Harbour Plant.

	RS.
Each Steamer	300
,, Dredge	300
,, Dredge Punt	150

River Plant.

1 Steamer	600
1 Do.	625
1 Do.	150

2. The Government accordingly sanctioned* a sum of Rupees 3,000 for such repairs as could be carried out before the expiration of the official year 1870-71, and authorized the expenditure of no less than Rupees 15,000 during 1871-72.

* G. O., No. 744, dated 13th March 1871.
G. O. No., 1,738, dated 29th June 1871.
,, ,, 311, ,, 1st Feb. 1872.

3. The Superintending Engineer of the 1st Division now requests that a further grant of Rupees 15,000 be made for the current year; but in the absence of satisfactory explanation of the necessity of so large an allotment in addition to the sums already sanctioned, the Government must decline to entertain his proposal, and as the estimates submitted with the letter above recorded have not been prepared on the basis of those approved in G. O., No. 744, dated 13th March 1871, they will be returned to the Superintending Engineer for re-submission in an amended form and for explanation of the causes of deviation.

4. The Government have no funds at their disposal under " Tools and Plant, Ordinary," to meet the cost of the maintenance of the Floating Plant in the Godavery District; it will therefore be necessary to request the sanction of the Government of India to the appropriation of such sum as it may be decided on allotting from the amount of Rupees 44,615 proposed to be added to the Reserve under " Agricultural" in G. O., No. 935, dated 9th April 1872, paragraph 4.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 103. Read the following Circular from the Government of India, Public Works Department, (Establishment—General,) dated Fort William, 8th April 1872, No. 26 :—

Exceptional employment of Military Officers in the Public Works Department.

Read again—

Public Works Department Circular No. 87 of the 7th December 1864.

Read also—

Financial Department Resolution No. 1,115 of the 13th June 1871.
Military Department Docket No. 508 of the 11th December 1871.
Public Works Department Memorandum No. 25 E—G of the 5th January 1872, to Military Department.
Military Department Memorandum No. 1,225 of the 24th February 1872.

OBSERVATIONS.—It was arranged in December 1864 that the officers of the Local Army who were then in excess of Military requirements, might, if willing, be employed in the Public Works Department, on the understanding that their Military pay and allowances should continue to be drawn in full in the Military department, their travelling allowances as Assistant Engineers only being treated as a Public Works charge. This was a temporary arrangement to facilitate the employment of officers in excess of Military requirements, and should now cease.

2. The Government of India, in the Financial Department, has recently ruled that no portion of the pay of any officer employed in the Public Works Department shall be shown in the Military estimates, but that the whole should be charged to the Public Works Department.

3. The Circular of 1864 should now be considered as cancelled, and any officer who may at present be employed in the department, in accordance with the provisions of that Circular, should be directed to return to Military duty.

ORDER.—Ordered that these observations be communicated to the Local Governments and Administrations noted in the margin.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces, and the Punjab ; the Chief Commissioners of the Central Provinces, Oudh, British Burmah, and Mysore and Coorg ; the Resident at Hyderabad ; the Agents, Governor-General for Central India and Rajpootana, and the Superintendent of Fort Blair.

Also to the Military Department, with reference to its No. 1,223, dated 24th February 1872.

(Signed) A. B. SAMPSON,
Under Secy. to the Govt. of India.

No. 104. ORDER THEREON, 6th May 1872, No. 1,156.

ESTABLISHMENT, No. 8.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 105. Read the following letter from the Under Secretary to the Chief Commissioner for the Government of the Territories to His Highness the Maharajah of Mysore, to the Secretary to the Government of Madras, Public Works Department, dated Bangalore, 12th April 1872, No. $\frac{54}{876}$:—

Letter No. 2,012 of the 20th August 1870, from the Public Works Secretary of Madras Government, to Public Works Secretary to Chief Commissioner of Mysore.

WITH reference to the accompanying copy of letter No. 85-E. I. of the 23rd ultimo, from the Government of India, I am directed by the Chief Commissioner to inquire if the Madras Government has any objection to the employment of Serjeant Heinig in the Irrigation Branch of this Department for a period of six months, from the 5th January 1872.

From the Under Secretary to the Government of India, Public Works Department (Establishment—Irrigation), to the Chief Commissioner of Mysore, dated Fort William, 23rd March 1872, No. 85-E. I.

IN reply to your Under Secretary's letter No. $\frac{27}{468}$ E. I. of the 25th ultimo, I am directed to communicate the sanction of the Government of India to the employment, as proposed, of Serjeant Heinig for six months from 5th January 1872 in the Irrigation Branch, on the understanding that the Government of Madras has no objection to his retention in Mysore for this period.

No. 106. ORDER THEREON, 6th May 1872, No. 1,157.

ESTABLISHMENT, No. 9.

It will be intimated to the Mysore Government that this Government have no objection to the employment of Serjeant Heinig as proposed.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 107. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Chief Commissioner, of Mysore, dated 6th May 1872, No. 1,158.

ESTABLISHMENT, No. 10.

SIR,—With reference to Major Johnson's letter dated 12th April 1872, No. $\frac{54}{876}$, I am directed to state that the Madras Government have no objection to Serjeant Heinig's employment in the manner and for the period proposed by the Mysore Government.

No. 108. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 17th April 1872, No. 17 :—

WITH reference to G. O., No. 136 of the 13th instant, I have the honour to state that it was ascertained from the Principal of the Engineering College that the services of a passed candidate were not procurable to fill the vacancy of Taluq Overseer in Salem, caused by the death of Overseer Somasoondrum Moodelliar.

No. 109. ORDER THEREON, 6th May 1872, No. 1,159.

ESTABLISHMENT, No. 11.

THE appointment of Ramasawmy Pillay in the room of Taluq Overseer Somasoondrum Moodelly, reported in the Superintending Engineer's letter of the 8th April 1872, No. 10, is confirmed.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 110. Read the following letter from the Superintending Engineer, 5th Division, to the Officiating Secretary to Government, Public Works Department, dated Cuddalore, 20th April 1872, No. 22:—

I HAVE the honour to submit, for the sanction of Government from the grant of Rupees 3,000, Minor New Works under "Military," an estimate of Rupees 110 for constructing masonry cisterns for holding wash tubs at the Cook-houses, Cavalry Barracks, on the Race Course, Bangalore.

1 Estimate.
1 Specification.
1 Section of Cisterns.

2. The estimate has been approved of by His Excellency the Commander-in-Chief.

No. 111. ORDER THEREON, 6th May 1872, No. 1,160.

MILITARY WORKS, No. 4.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 112. Read the following letter from the Under Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 22nd April 1872, No. 586-G. R.:—

I AM directed to acknowledge the receipt of your letter No. 918, dated the 6th April 1872, on the subject of the provision of 1,000 additional tarpaulins for the Madras Railway, and in reply to state that, before passing final orders on the case, the Government of India desire to have further evidence that the nature of the traffic is such as to render this additional provision absolutely and indispensably necessary.

No. 113. ORDER THEREON, 6th May 1872, No. 1,161.

RAILWAY, No. 13.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. 917, dated 6th April 1872, and with a request that he will furnish the information required by the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 114. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated 15th April 1872 :—

I HAVE the honour to request that Lieutenant D. MacNeil Campbell, R.E., may be appointed to officiate as Executive Engineer during the absence on leave of Captain Vibart, R.E., whose range he has taken charge of.

2. He has taken much interest and trouble in the preparation of the project, and Captain Vibart has spoken highly of his capacity, and he appears in every way to deserve the consideration of Government.

No. 115. ORDER THEREON, 6th May 1872, No. 1,162.

ESTABLISHMENT, No. 12.

THE Superintending Engineer of the 2nd Division will be informed that as supernumerary Officers who have returned from furlough have not yet been absorbed in the Executive Engineer class, Lieutenant Campbell cannot be appointed to officiate in that class. The Government observe moreover that such acting appointments are not usually made on an officer availing himself of privilege leave.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 116. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 26th April 1872, No. 206 :—

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 24th April 1872, No. 4,479.

IN continuation of my letter No. 4,459 of the 15th instant, I have the pleasure to inform you that this morning I received the following telegram from this Company's Secretary :—

" London, 23rd April, 4-45 P.M. Board agrees to sell the whole permanent materials to Nizam, present market value. Letter giving prices follows."

2. In order to save time I have telegraphed the purport of this message to Captain Pemberton.

SUBMITTED to Government in continuation of my endorsement No. 187, dated 18th April 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 117. ORDER THEREON, 6th May 1872, No. 1,163.

RAILWAY, No. 14.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 118. Read the following letter from the Officiating Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 13th April 1872, No. 194 :—

REFERRING to Government Order No. 539, dated 28th February 1872, I have the honour to report that Colonel Wilkieson, R. E., appointed S. Veeraragavooloo Naidoo, at present employed as Local Overseer on the Red Hills project, to the post of Taluq Overseer in the Mount Range, Chingleput District, *vice* Aroomoogam Moodelly, whose conduct was brought to the notice of Government in connection with the excess on the Artillery Barracks at St. Thomas' Mount in letter No. 3,705, dated 8th December 1871.

2. Veeraragavooloo Naidoo was originally entertained as a Maistry in the late Maramut department, where he was subsequently made Sub-Overseer. On the re-organization of the department, in 1863, he was taken as a Draughtsman and Estimator in the late District Engineer's Office of the North Arcot District.

3. In this capacity he served for about eight years and was afterwards transferred as a Local Overseer, where he was usefully employed in superintending the various works. His service amounts to upwards of seventeen years.

4. He is a practical builder and understands plan-drawing, estimating, surveying, and levelling.

5. Veeraragavooloo Naidoo's services were for some time placed at the disposal of the Collector of North Arcot, and Mr. Robinson spoke very highly of his qualifications as a man of business habits.

6. Colonel Wilkieson nominated Veeraragavooloo Naidoo as Taluq Overseer with reference to the Government Order above quoted, in which the Government left it optional with the Superintending Engineer to dispense with the services of Overseer Aroomoogam Moodelly, but Colonel Wilkieson thought proper to give the latter another chance of retrieving his character, and merely degraded him and placed in his stead Veeraragavooloo Naidoo.

7. I trust the measure will be approved of by Government.

No. 119. ORDER THEREON, 6th May 1872, No. 1,164.

ESTABLISHMENT, No. 13.

THE appointment of S. Veeraragavooloo Naidoo as a Talook Overseer in room of Aroomoogam Moodelly, reduced, is confirmed.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 120. Read the following Circular from the Government of India, Public Works Department (Account—General), dated Fort William, 17th April 1872, No. 27 :—

Charges for Convict Labour.

Read the following :—

No. 517, dated 26th January 1872.

RESOLUTION,—By the Government of India, Financial Department.

Read again :—

Financial Resolution No. 2,581, dated 29th April 1870, regarding the mode of reimbursing the Jail Department for convicts employed on Public Works.

Read :—

Observations of the Public Works Department, No. 930 A—G, dated 7th December 1871, on a letter from the Chief Commissioner of British Burmah, in which it is brought to notice that, under the present provincial system, the Jail Department is thrown entirely upon its own resources, and that, for this and other reasons, it is desirable that the full value of all convict labour employed on Imperial, Provincial, and Local works should be charged against those works, and credited to the Jail funds.

RESOLUTION.—The Governor-General in Council is pleased to direct that, whenever convicts are employed on public works, the Public Works Department shall pay for their services the full market value of the labour done by them.

ORDER.—Ordered that a copy of the foregoing Resolution be forwarded to the Home and the Public Works Departments, the Comptroller-General, and the Accountants-General and Deputy Accountants-General in independent charge.

RESOLUTION.—In accordance with the order contained in the foregoing, the Governor-General in Council in this department is pleased to direct that the following alterations be made in the Public Works Department Code :—

Chap. XII, Section i, for para. 24 *A (Standing Order No.* 22 *of* 1871*), substitute*—

24 A.—Estimates for works on which it is intended to use prison labour will, as in the case of free labour, provide for the full market value of the work to be done.

Chap. XX, Section ii, for para. 61 *A (Standing Order No.* 22 *of* 1871*), substitute*—

61 A.—The charges to the Public Works Department, when convicts are employed on Public Works, will be the full market value of the work performed as certified to by the Executive

Engineer. The charges will be credited to the Civil Department, and debited to the works concerned.

[These orders are applicable to Madras and Bombay, but do not apply to Port Blair.]

Governments of Madras, Bombay, Bengal, North-Western Provinces, and the Punjab.
Chief Commissioners of the Central Provinces, Oudh, British Burmah, and Mysore and Coorg.
Resident at Hyderabad.
Agents to the Governor-General for Central India and Rajpootana.

ORDER.—Ordered that this Resolution be communicated to the Local Governments and Administrations noted in the margin for information and guidance.

Also that a copy be sent to the Financial and Home Departments for information.

(Signed) P. O'CONNELL, Lieut.-Colonel, R.E.,
Offg. Dy. Secy. to the Govt. of India.

No. 121. ORDER THEREON, 6th May 1872, No. 1,165.

ACCOUNT, No. 12.

COMMUNICATED to Superintending Engineers in continuation of G. O., No. 111, dated 12th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following letters :—

No. 122. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 16th February 1872, No. 3,538.

IN reply to G. O. of the 6th instant, No. 363, I have the honour to observe that if the functions of this department are to be reduced to the mere purpose of keeping a set of accounts in prescribed forms, and according to certain rules, the more frequently the Controller visits the ranges, the more satisfaction will he be able to afford the Government on the system being carried out in its integrity. I believe the proposed arrangement to be next to impracticable, and am quite convinced it is useless, but it can be tried if approved of and sanctioned.

No. 123. From the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Chebrole, 1st April 1872, No. 1.

IN reply to G. O., No. 363, 6th February, I have the honour to observe that, in my opinion, the entire responsibility of the accounts should ultimately devolve upon the Controller; but I do not think that, with the system prevailing in the Madras Presidency, and I believe there only, this is practicable.

2. I would urge that for the accounts, as indeed for every departmental object, we should succeed better if the Collectorates were divided according to their importance into two or more executive ranges, and the system pursued in other countries more fully practised in this Presidency.

3. In the Executive Engineers' Offices should be concentrated the account, drawing, and estimating departments; the latter would work either under the Executive Engineer himself, his Assistant, or such upper subordinate as he from time to time might call in from field duty to carry out his detailed instructions; at present much time is lost by unskilled Range Officers designing and estimating for works wholly unsuitable for the purpose, and the Superintending Engineer being obliged to draw them up almost anew.

4. At the head of the Account Department should be placed a man with higher rank and pay than any we now possess in this Presidency, with a suitable staff of Assistants.

5. I have not gone into the details, but I believe I could submit to the Government a scheme of establishment that would not cost more than the existing one and be far more efficient.

6. The Overseers would, as now, carry out all ordinary duties, their writers are, in my opinion, underpaid, considering how much depends on the correctness of the papers which they keep. A Supervisor, or Sub-Engineer, would ordinarily be sent from the Executive Engineer's Office to check the Overseer's work, and would not require any Accountant, except when employed specially on some work of a higher order than could be trusted to an Overseer—construction of a bridge, or carrying out of minor project.

7. Similarly with an Assistant Engineer who would aid the Executive Engineer in frequent inspections of large works and in measurements of all completed works as laid down in G. O., No. 692 of 12th March 1872.

8. The Head Accountant should be held responsible for the correctness of all vouchers, etc. The Executive Engineer should initial all papers that he may examine himself, and it might perhaps be well to insist that he, or his Assistant, should each month go through all the vouchers of some one or more work taken at random *after* the Head Accountant had reported them complete—those he should sign.

9. Payments of petty sums would be made by Overseers; larger sums by the Supervisors after inspection of the vouchers, and as much as possible by cheques. They might be supplied with these for varying amounts like currency notes, or might indent for specific sums payable to certain persons, contractors, etc.

10. Under such a system the Head Accountants, immediately under the Executive Engineers, would be responsible to the Controller, who could, I conceive, inspect all, as required by the Accountant-General, twice a year or even oftener. Under the better supervision of a higher class of Accountant, who could appeal at once for support to the Executive Engineer, there would be greater facility for putting an end to the "slipslop deviations" complained of, which, I fear, are now only discovered accidentally in many cases.

No. 124. From the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 13th February 1872, No. 2,109.

I HAVE the honour to inform you, with reference to G. O., No. 363, dated 6th instant, that I quite agree with the Accountant-General of the Public Works Department, that the entire responsibility connected with all the details of accounts, etc., of Executive Officers should rest entirely with the Controller of Public Works Accounts.

No. 125. From the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 15th February 1872, No. 4,601.

WITH reference to G. O., 6th February 1872, No. 363, I have the honour to report that I quite agree with the Accountant-General of the Public Works Department, as to the extent to which Controllers should be held responsible for the inspection and correctness of accounts in all Executive Offices; but I do not see with our present defective state of accounts, and the numerous offices now in direct communication with the Controller, how it is possible for a Controller, or his Deputy, to make such constant inspection as is required. I believe that our whole system of accounts, if it can be designated a system, is erroneous, and the sooner the system now in use in the provinces under the Supreme Government is adopted in Madras the better. At present, in large works that have been in progress for some years, it is quite impossible to make out or follow up the accounts, and yet they are kept in the proper way I am bound to believe, as the Controller or his Deputy makes no objection to them at their inspections.

No. 126. From the Acting Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 19th February 1872, No. 253.

WITH reference to G. O., No. 363 of 6th instant, I have the honour to state that I entirely concur with the Accountant-General that Superintending Engineers should be relieved of all responsibility as regards the examination of the accounts and books of Executive Engineer's Office, and that I think it would be well if he were to endeavour to reduce the account and paper work which occupies so much of the time of an Executive Engineer to the prejudice of the far more important duty of inspection of work.

No. 127. From the Officiating Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Camp at Covilady, 15th February 1872, No. 887.

WITH reference to G. O., No. 363, dated 6th February 1872, I have the honour to report that, in my opinion, Superintending Engineers should be relieved of all responsibility connected with the accounts and books in the Range Offices. The examination of the accounts is properly the work of the Controller, and it is not

desirable that there should be any divided responsibility in this more than in any other work; at the same time, as the number of ranges is so great that the Controller cannot examine the offices frequently, it is advisable that the Superintending Engineer should, when opportunity occurs, look at the books, and he should therefore be quite at liberty to examine any books in the Range Offices, and to note in them anything he deemed objectionable, which would thus be brought to the notice of the Controller.

No. 128. From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Camp at Ponany, 17th February 1872, No. 241.

In reply to G. O., No. 363, dated 6th February 1872, I have the honour to report that I quite concur with the Accountant-General in the views expressed in his note printed with the G. O. under reply.

No. 129. From the Superintending Engineer, 8th Division, to the Secretary to Government, Public Works Department, dated Madura, 10th April 1872, No. 116.

In obedience to the instructions contained in G. O., dated 6th February 1872, No. 363, calling upon me for an expression of my opinion as to the extent to which Controllers should be held responsible for the inspection of Executive Engineer's Offices, I have the honour to report as follows.

2. I would premise by remarking that the G. O. in question refers merely to the offices of Executive Engineers; but a system adopted for Executive Engineers only would not be suitable for ranges, as is the case in this Presidency, in charge of Assistant Engineers, still less to those in charge of Supervisors.

3. In the five investigations of alleged fraud on the part of Range Officers which I have conducted in this division during the year just past, it has been clear to me that the objectionable practices that have come to light have originated from the facility with which frauds can be perpetrated in consequence of the bills for work stated to have been executed being forwarded to the Controller direct without the intervention or scrutiny of any professional superior.

4. I feel satisfied that the tone and prestige of this department can never be regained as long as this objectionable practice is in force. No mere change from the system of Superintending Engineers to that of District Engineers, as is proposed, will effect a permanent remedy, until this serious blot in the system is thoroughly erased.

5. In Range Offices in charge of Executive Engineers, who are officers of experience in the department, the Government have sufficient guarantee that bills are properly checked before submission to the Controller. But as regards ranges otherwise situated, it appears to me a *sine qua non* that no bill should in future be submitted to the Controller unless countersigned by the Superintending Engineer.

6. It might be as well to make the rule absolute that all bills shall be scrutinized and countersigned by the Superintending Engineer before submission to

the Controller, while a rider should add that exceptions to the rule will be allowed in certain particular cases, to be specially named, where ranges are in charge of Executive Officers of experience.

7. To enable, as suggested, the proposed inspection of the accounts twice in a year by a member of the Controller's Department, the number of the Controlling Deputies will have to be very considerably increased. The rule hitherto in this Presidency has been that Range Offices are inspected by the Controller once in three years, and even with this arrangement the Controller and his Deputy have to make frequent trips.

8. I am decidedly of opinion therefore that the Range Officers' books and the general method of working in his Office should be inspected by the Superintending Engineer, and, as a general rule, there would be, I presume, no difficulty in this inspection being made twice during the year.

9. The Controller, as Auditor, should, as at present, be expected to see that the Range Account books of all sorts are maintained in the prescribed form, and that they are accurately and neatly kept, and that no deviations from the defined limits are allowed to occur.

10. I cannot but think that the selection of the name of Controller for the head of the account branch of the Public Works Department is most unfortunate. Such a nomenclature leads, and must lead, to much confusion of ideas, and it is to my mind directly responsible for the many frauds which have recently been practised on the Government, in consequence of the false security in which the Government have been lulled by reposing on a (nominal) Control Department—a confidence and trust which they never could have thought of doing had that department been called by its real name, namely, a department of account and audit.

No. 130. From the Special Executive Engineer, Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 26th February 1872, No. 79.

Reference.—G. O., No. 363, dated 6th February 1872.

With reference to above I presume it may be taken for granted that it is not intended that two officers, entirely independent of each other, should be employed on the same duties; and that while the province of the Superintending Engineer is to see that the public receives good and full value for expenditure, it is the duty of the Controller to see that such expenditure is properly recorded.

2. Under the present system of accounts it is rather difficult to draw a line sufficiently distinct to keep each officer strictly on different sides of it; I take it, however, that all questions relating to measurements, quantities, and rates, are so intimately connected with executive work that there can be no doubt that the Superintending Engineer can only check the proceedings of his Executive Officers by means of them; whereas for any check beyond simple regularity of account-keeping such details can be of no earthly use in the hands of the Controller, who can only treat them as a matter of figures. I would therefore not require of the latter officer anything that does not appertain to the system of accounts, pure and simple, leaving records of the nature of registers of work, note books of measure-

ments in the field, tables of rates, etc., (all information from which is repeated in progress reports) to the Superintending Engineer.

3. I cannot see that it tends to any great good to exact strict uniformity in minutiæ which, seeing that Superintending Engineers are always officers of considerable standing, might be safely left to them. What is fit and convenient in one district may be inconvenient and troublesome, perhaps impracticable in another; to expect otherwise would be much as if the uniform of a whole regiment were not only to be of one colour, but all of one size; so Chinese, like a fidelity to pattern, can seldom work well when the field is so extensive.

4. I do not know whether any expression of opinion is asked as to the frequency of Controller's inspections, but I should think that the punctuality and manner in which accounts are furnished from ranges would enable him pretty well generally to judge where a visit from him would be desirable.

No. 131. From the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 20th February 1872, No. 2,853.

Adverting to the Proceedings of Government, No. 363, under date the 6th February 1872, I have the honour to state that, looking to the area of this Presidency, it will be physically impossible to arrange for Range Offices being inspected "twice in the year," as proposed by the Accountant-General of the Public Works Department.

2. The territories under the Government of Madras are about a thousand miles in length, the greatest breadth being a little over 400 miles. Within this area there are no less than eighty-three Public Works Ranges, and if I or the Deputy Controller were constantly on the move, it would not be practicable, taking all things into consideration, to inspect Range Offices oftener than *once* a year. I cannot see what substantial advantage is to be gained in this Presidency by an annual, or even a biennial, inspection, and the late Accountant-General,* after a discussion of the subject with Major-General Orr, and the then Controller of Public Works Accounts, recorded his opinion, in memorandum, dated 12th December 1866, that it would be sufficient "if the whole Presidency were visited by the Controller or his Deputy in the course of three years." The Government having expressed their approval of this arrangement in Proceedings No. 88, dated 10th January 1867, full effect has been given to it, Range Offices in particular cases being inspected oftener when necessary.

* Colonel Chesney.

See G. O., No. 88, dated 10th January 1867.

3. We have no Railway divisions in this Presidency, and but ten ranges in which irrigation works are being carried out from borrowed capital. Should the Government desire it, these latter ranges will be examined biennially. More than this is not, in my opinion, called for, particularly as the books maintained in Madras Range Offices are of a simple character, and the system of account is generally well understood.

4. With respect to the inspection of Range Officers' accounts by Superintending Engineers, I have reason to think that the practice which has heretofore been followed in Madras has been attended with good results, and while I do not

recommend any change in this respect, I would not advocate any direct responsibility being imposed upon Superintending Engineers in connection with their examination of their executive officers' accounts. Such examinations would be confined to seeing that the more important account books are current, and that the balances appearing in the cash book agree in all cases with the money in the range cash chest.

No. 132. ORDER THEREON, 6th May 1872, No. 1,166.

ACCOUNT, No. 13.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 133. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 6th May 1872, No. 1,167.

ACCOUNT, No. 14.

SIR,—With reference to the Circular of the Government of India, dated 13th January 1872, No. 6, I am directed to forward the accompanying letters from the Superintending Engineers and the Controller of Public Works Accounts containing their views as to the extent to which Controllers should be held responsible for the inspection of Range Offices.

2. In the opinion of this Government the Controller's inspections should be confined to the accounts, and it should be his duty to see that the forms laid down for the guidance of the department are strictly conformed to. From the reports which are made from time to time, the Government have reason to believe that this duty is carefully performed. With regard to the Controller being required to inspect Range Offices at least twice a year, I am to invite attention to Mr. Brock's letter, in which he explains that the circumstances of this Presidency are such as to render the arrangement impracticable, and that the general satisfactory condition of the Public Works Accounts in this Presidency does not call for so frequent an inspection as even once a year. He points out that the late Accountant-General (Colonel Chesney) was of opinion that it would be sufficient if the whole Presidency were visited by the Controller or his Deputy in the course of three years, and, under these circumstances, the Government see no necessity for insisting on a more frequent inspection than is now made, except perhaps in the case of those ranges in which a large outlay is being incurred from Loan Funds on important irrigation projects.

No. 134. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 19th April 1872, No. 184:—

THE Superintending Engineer of the 8th Division having submitted for adjustment the accompanying office contingent bill, in which a sum of

One contingent bill with three accompaniments.

Rupees 166-15-0 is included on account of steamer charges for conveying him from Tuticorin to Cape Comorin, Quilon, and back on the 18th March 1872, I have the honour to request the sanction of Government to the admission of the charge, the item being of an extraordinary character, and not provided for in the ordinary travelling allowance rules.

2. From the description of charges included in the bill, it is believed that the steamer on which the passage was made by Colonel Roberts belongs to Government.

No. 135. ORDER THEREON, 7th May 1872, No. 1,168.

ACCOUNT, No. 15.

THE Government authorize the Controller of Public Works Accounts to pass the sum of Rupees 166-15-0 claimed by the Superintending Engineer of the 8th Division. The item should have formed a separate contingent bill instead of being mixed up with those for the ordinary contingent expenses of the Superintending Engineer's Office.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 136. Read the following Endorsement of the Acting Chief Engineer for Irrigation, dated Fort St. George, 16th April 1872, No. 5:—

From the Agent and Manager of the Madras Irrigation and Canal Company, to the Acting Chief Engineer for Irrigation, dated Madras, 21st March 1872, No. 96.

I HAVE the honour to request sanction for the appointment of a Storekeeper, at a salary of Rupees 60 per mensem, to take charge of the Stores at Adimapully.

2. In the event of the proposed transfer of these stores to Madras being sanctioned, the services of a Storekeeper will be necessary for the purpose of superintending the despatch of the articles and making a proper inventory of them.

3. On the other hand if the stores are *not* removed, it will be still more desirable that they should be placed under the charge of a responsible person, for, isolated as they are, they cannot, under existing arrangements, be considered so secure as might be desired, as I have before taken occasion to inform you.

SUBMITTED to Government.

2. The stores at Adimapully are reported to be of the aggregate value of Rupees 45,000, and it is proposed to take active steps to effect their sale either in Madras, to which place the more valuable articles are to be removed, or on the spot. It would appear that they are at present imperfectly looked after, as the Divisional Officer's head-quarters are at Dhoor, 30 miles distant, and the Divisional Storekeeper only visits them periodically. Moreover, the work of sorting and making lists of the

articles for transmission to Madras would occupy the time of one man entirely for some time to come. I beg therefore to recommend that sanction be given for the employment of a Storekeeper at Adimapully for two months at a salary of Rupees 60.

3. The charge should be met from Capital, as the purpose in view is the realization of property, the proceeds of the sale of which will be credited to Capital.

(Signed) A. deC. SCOTT, Captain, R.E.,
For *Acting Chief Engineer for Irrigation.*

No. 137. ORDER THEREON, 7th May 1872, No. 1,169.

IRRIGATION, No. 5.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 138. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 18th April 1872, No. 186 :—

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 16th April 1872, No. 4,465.

I HAVE the honour to forward the attached copy of a report on the sanitary condition of the stations on this line by the Company's Consulting Physician for the quarter ending the 31st March last.

2. The attention of the various departments will be drawn to Dr. Houston's remarks.

Report on the Stations of the Great Southern of India Railway for the quarter ending 31st March 1872.

Negapatam.—The latrines on the platform were in good order, but a little fresh tar is required. The workmen's privy was tolerably clean, but that arrangement by which the urine passed during defecation can only find its way into the urine pails through the dry earth is faulty. The earth was all quite wet when I inspected the latrine on 25th March. The ladies' waiting room I found, as usual, very tidy and neat.

Sickle.—Everything here was in good order.

Keevalore.—The compound was swampy as usual. The latrines were in good order, and the platform also, except near the latrines where it has always been uneven and broken.

Trivalore.—The latrines, ladies' waiting room, and platform were all in fair order.

Kulikerry.—The latrines were in very good order, and the platform was tidy. The compound was rather overgrown with spear grass.

Kordachary.—The latrines and platform were in very good order. The ladies' waiting room was also in good order, but I saw a lascar's jacket on the window sill.

Needamungalum.—All the latrines were in good order. The platform was quite tidy, and the compound tolerably so.

Ammapettah.—The compound was rather overgrown with spear grass. The latrines and the platform were in very good order.

Saliamungalum.—Everything here was in fair order.

Tanjore.—The platform and compound were tidy. The latrines seemed to be well looked after, and the ladies' waiting room was tolerably neat.

Boodalore.—Everything here was in very good order.

Teroovembore.—The latrines and platform were in excellent order.

Trichinopoly.—Both the waiting rooms were tidy and neat, and the compound was in fair order. In the latrines the dry-earth system seemed to be carefully carried out; the ventilation appeared somewhat deficient however. I think it might be well to take some inches off the back wall, so as to admit air freely between it and the roof as at Ellamanore and elsewhere. In this event a little re-arrangement would be desirable in the latrines for Europeans, the compartment next the back wall becoming the urinal, and a commode being placed in the present urinal next the door of the latrine.

Ellamanore.—The compound, though rough and broken, was clean, and the platform and latrines were in very good order.

Kulithalay.—The compound here is unavoidably swampy, but everything else was in very good order.

Lallapetta.—The platform was exceedingly neat, and the latrines were in very good order.

Cuttalay.—The latrines were found in very good order. The platform is laid out in very neat flower beds.

Caroor.—In the gentlemen's waiting room the matting wants renewal, and in the ladies' one basin is cracked and the other broken. The rims of the commode pans in the European latrines are chipped sufficiently to make their use painful; otherwise all the latrines are in good order. The platform was quite tidy and the compound, though rough and broken, was clean everywhere.

TANJORE,
13th April 1872.

(Signed) J. M. HOUSTON, M. D.,
Consulting Physician, G. S. I. R.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 139. ORDER THEREON, 7th May 1872, No. 1,170.

RAILWAY, No. 15.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 140. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 20th April 1872, No. 191 :—

WITH reference to G. O. of the 1st December 1871, No. 3,044, I have the honour to forward an outline map showing Pothanoor station, the town of Coimbatore and the proposed station, the Noyel bridge, and the neighbouring main roads.

2. As regards the necessity for goods accommodation at the new station, the Agent has sent the following explanation, with which I beg to signify my entire agreement :—

"It was never for a moment supposed by the Railway Authorities that the Neilgherry Branch line of itself would contribute much towards the revenues of the Company. One of the most important collateral advantages calculated upon is the securing of the local traffic between the important towns of Coimbatore and Palghaut.

"The town of Palghaut is situated upwards of two miles from the Railway Station of that name, and the town of Coimbatore upwards of three miles from the Pothanoor Station. At present the entire large goods traffic between these stations goes by bullock carts over the public road. The provision of suitable accommodation at the Coimbatore Station will, I have no doubt, be the means of diverting this traffic to the Railway, hence one important argument in favour of the scheme submitted for approval.

"When the line is completed to Coimbatore, Pothanoor will cease to be of any importance either as a goods or passenger station. The whole of the former traffic, and I should think at least 99 per cent. of the latter, will be diverted to Coimbatore."

3. The position of the goods shed has been altered to the west side of the line, which is also nearest to the native town.

4. With regard to the station-house, it is explained that the "Station Master's room" in the main building is intended to be used as an office, and that a detached residence is necessary. The latrine cannot be built apart from the booking office without adding slightly to the cost; but, if it is still thought advisable, a small detached one can be built.

5. The Agent has submitted an estimate, amounting to Rupees 179,* with section, for raising the gradient into the station ground at Coimbatore. This change was considered necessary by Major Prendergast when he last inspected† the line.

* Herewith enclosed.

† *Vide* report printed with G. O. No. 464 of 19th February 1872.

6. With reference to the remarks made by the Government of India on the site selected at Pothanoor for watering arrangements, the Agent quotes the Chief Engineer's reasons for adhering to the originally proposed site as follows :—

"I.—The water in well at the south side of the station is limited in quantity and of very doubtful quality.

"II.—There is a very good well at the north side of the station, close to the east end of the platform, the water of which has proved on analysis to be well suited for locomotive boilers.

"III.—There is a small tank house already in existence close to the well.

"IV.—The watering arrangements are intended principally for the use of the engines working the Neilgherry Branch Line. If placed near the engine shed or fuel platform, engines would have to cross all the lines of rails in the yard to enable them to take water."

No. 141. ORDER THEREON, 7th May 1872, No. 1,171.

RAILWAY, No. 16.

ORDERED that these papers be forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 142. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 7th May 1872, No. 1,172.

RAILWAY, No. 17.

SIR,—With reference to your letter No. 2,294-R., dated 11th November 1871, communicating the orders of the Government of India on the plans and estimates for the construction, in connection with the Neilgherry Branch of the Madras Railway, of additions to the Pothanoor Junction Station, and of a new station at Coimbatore, I am directed to forward the accompanying letter from the Consulting Engineer affording the needful explanations on the several points noticed, with an outline map showing the Pothanoor Station, the Coimbatore Station and Town, the Noyel Bridge, and the neighbouring main lines of communication.

2. In regard to the observations of the Government of India on the extent of goods accommodation allowed at the Coimbatore Station, I am to invite attention to the explanations now furnished by the Agent which, in the opinion of the Governor in Council, satisfactorily establish the necessity for making suitable provision for the large amount of traffic at present diverted into other channels, which the position of the new station is designed to command.

3. It will be observed that the site of the goods shed has been changed to a more eligible situation on the west side of the line, and that, in paragraphs 4 and 6 of the Consulting Engineer's letter, material reasons are adduced for adhering to the original proposals in regard to Station Master's bungalow and the latrine at Coimbatore, and the position of the watering arrangements at Pothanoor.

4. A personal inspection of the line by the late Acting Consulting Engineer having shown the advisability of raising the gradient into the station ground at Coimbatore, the Agent now submits the accompanying estimate of the cost of the alteration amounting to Rupees 179.

5. With these explanations I am to request that sanction may be accorded to the total estimate for the buildings and works required at the Coimbatore Station which, with the supplemental estimate of Rupees 179 now forwarded, will stand at Rupees 1,10,459.

No. 143. Read the following letter from Major W. CHRYSTIE, R. E., for Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maharajah of Mysore, to the Secretary to the Government of Madras, Public Works Department, dated Bangalore, 19th April 1872, No. 700 :—

IN annexing copy of a letter No. 325 of the 15th instant, from the Postmaster-General, Madras, I have the honour, by desire, to request that orders may be issued

to the Military Executive Engineer, Bangalore, to remit to this office Rupees 1,087 being the balance due for re-constructing the Post Office at Mysore.

From the Postmaster-General, to the Chief Engineer of Mysore, dated Madras, 15th April 1872, No. 325.

THE sum of Rupees 10,000 having been allotted by the Government of India for minor works of the Postal Department of this Presidency for 1872-73, I have the honour to request you will, if you have not already done so, apply to the Madras Government for funds being made available from the above allotment for the estimate for Rupees 2,094 for the re-construction of the Mysore Post Office in 1872-73, referred to in my letter No. $\frac{7822}{1045}$ of the 22nd ultimo.

No. 144. ORDER THEREON, 7th May 1872, No. 1,173.

CIVIL WORKS, No. 5.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 145. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Chief Commissioner of Mysore, dated 7th May 1872, No. 1,174.

CIVIL WORKS, No. 6.

SIR,—I am directed to acknowledge the receipt of Major Chrystie's letter of the 19th April 1872, No. 700, requesting the payment of a moiety of the cost of re-constructing the Post Office at Mysore from the grant for minor works sanctioned by the Government of India for Madras in their orders on the Schedule of Public Works required by the Postal Department during 1872-73. In reply I am to observe that the grant in question is intended for postal buildings to be constructed in this Presidency, and if any portion of the money is to be diverted as a grant-in-aid to works in Mysore, it can only be with the sanction of the Government of India as in the case of the new Post Office at Bangalore, the estimate for which was sanctioned by that Government in their letter dated 5th November 1868, No. 689-C. In this view the Madras Government intimated in November last that they were not prepared to comply with an application made by the Executive Engineer, Bangalore Division, for the disbursement of a moiety of the cost of improvements carried out to the Bangalore Post Office by the Mysore Public Works Department.

No. 146. Read the following endorsement of the General Superintendent of Public Works Stores and Workshops, dated Chepauk, 22nd April 1872, No. 159 :—

From Mr. F. DODERET, Mathematical Instrument Maker, to the General Superintendent of Public Works Stores and Workshops, dated Madras, 22nd April 1872.

ADVERTING to the Proceedings of Government in the Public Works Department of the 4th instant, No. 21, I have the honour to request that you will

be so good as to move the Government of Madras to address His. Grace the Duke of Argyll, the Secretary of State for India, to permit a payment of £20 per mensem to be made on my account to my family residing at No. 23, Belle Vur Villa, Seven Sisters' Road, Holloway, London, a corresponding deduction being made here in my monthly salary abstracts.

2. I venture further to request that the first deduction from my pay in this country may be made in June next in the abstract for May.

SUBMITTED for the favourable consideration of Government through the Controller of Public Works Accounts.

(Signed) J. N. GRAINGER,
General Superintendent of Public Works Stores.

(Signed) S. BROCK,
Controller of Public Works Accounts.

No. 147. ORDER THEREON, 7th May 1872, No. 1,175.

ESTABLISHMENT, No. 14.

THE Home Government will be addressed on the subject of this letter, and the Controller of Public Works Accounts will be directed to see that the necessary deductions are regularly made in Mr. Doderet's pay abstract commencing with that for May next.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 148. Read the following letter from Captain R. THOMPSON, R.E., to the Secretary to Government, Public Works Department, dated Plymouth Harbour, 2nd April 1872 :—

I REGRET being obliged to tell you that I shall not be able to return to Madras by the 16th of this month (the date upon which my leave expires). Early in February last I engaged passages for my wife and myself by the *Scindia* of the "Red Cross Line" *via* the Suez Canal; she was advertized to sail the first week in March, and this advertisement her London Agents, Messrs. Laming and Co., confirmed up to the last moment. On several occasions I have letters from them to the same effect, I accordingly left home and proceeded to London to embark; but on arriving there found the date of sailing postponed until the 12th, some days afterwards till the 16th, afterwards the 18th, then the 20th, then the 23rd, and finally she left the Victoria Docks on the 24th and moored at Green by the same evening. On the 25th her compasses having been finally adjusted, she steamed down the channel. We then met with very bad weather in the Bay of Biscay,

increasing to a heavy gale dead against us. On the 29th her engines and pumps got out of order; the water rose in her engine-room and stoke hole, extinguishing the fires, and the ashes and cinders choking the pumps. The ship was for some time in extreme danger. Our boats were got in readiness and provisioned, and for more than twelve hours we were in momentary expectation of being compelled to abandon the ship. The gale abating however, and great exertions being made, we got rid of sufficient water to admit of one of the donkey engines being worked; some hours afterwards steam was got up in the boilers, and the wind being in a favourable direction for us, we were enabled to run back to Plymouth; we arrived here on Sunday morning. Her engines and pumps are now being repaired, and we hope to leave again on Thursday, the 4th instant.

2. I hope that, under the circumstances, the Madras Government will not blame me for outstaying my leave. When leaving my home in the north of Ireland on the 6th of last month, I fully expected to arrive in Madras in ample time to report my return before the expiration of my leave. The conduct of Messrs. Laming and Co., the Steamer Agents, was most inexcusable in the matter; numbers of the other passengers, besides myself, have been put to heavy expenses and inconvenience in being obliged to leave home and live in London for so long waiting for her departure.

3. I trust we may not meet with any further delays now, and that you will kindly do what you can for me to keep me from getting into difficulties about overstaying my leave.

No. 149. ORDER THEREON, 7th May 1872, No. 1,176.

ESTABLISHMENT, No. 15.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 150. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 7th May 1872, No. 1,177.

ESTABLISHMENT, No. 16.

SIR,—With reference to the Proceedings of the Government of India, dated 28th October 1871, No. $\frac{1285}{51}$ E.G., I am directed to report that Captain Ross Thompson, Executive Engineer, 3rd grade, who proceeded to Europe on furlough for two years, has forfeited his appointment by failure to return to duty on the 16th April 1872.

2. Captain Thompson has, in a letter dated 2nd April 1872, explained to the satisfaction of Government the circumstances under which he was prevented from returning to Madras in time, and I am to request, with reference to paragraph 7 of the Proceedings above quoted, that the services of that officer may be replaced at the disposal of this Government on his return.

No. 151. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 19th April 1872, No. 264 :—

In forwarding herewith copy of a letter and its enclosure received from the Executive Engineer in charge No. 2 Range, Vizagapatam, asking for an additional credit of Rupees 13,000 for April 1872 for relief works, I have the honour to bring to notice that the Controller of Public Works Accounts not having issued timely instructions to the Range Officers as to the manner in which money for famine relief works should be obtained, as well as the head under which the outlay on such works should be shown in their accounts, great confusion has arisen in consequence.

2. Some Range Officers have, under instructions conveyed in G. O., No. 58, dated 9th January 1872, received advances from Collectors for famine relief works, and kept separate accounts of the outlay; others again who received advances from Collectors included the outlay in their accounts, while some have incurred outlays on relief works, partly from general funds at their disposal and partly from the advances by Collectors, and exhibited the outlay in their accounts.

3. I beg, therefore, that orders may be issued as to the manner in which expenditure is to be accounted for.

No. 152. Order thereon, 8th May 1872, No. 1,178.

ACCOUNT, No. 16.

Communicated to the Controller of Public Works Accounts with reference to Proceedings No. 181, dated 17th April 1872, with a request that he will lay down for guidance of all parties the course to be adopted by them when dealing with funds originally placed at the disposal of other departments, but which eventually are expended in whole or part by Public Works Officers and must appear in their accounts, so that the emergent outlay of such funds, which is the primary object in view, shall not be lost sight of.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 153. Read the following letter from the Superintending Engineer, 2nd Division, to the Acting Chief Engineer for Irrigation, dated Bezwara, 5th April 1872, No. 2 :—

1 Estimate, Rupees 6,740.

G. O., No. 1,844, dated 20th June 1867.

I have the honour to submit an estimate showing the amount expended on the repairs of the main reservoir bund of the Survapully Tank Project; it has been hitherto charged to capital, but under Government of India Circular No. 52

in G. O., No. 2,464, of 27th September 1871, it should form a separate item of the project.

No. 154. ORDER THEREON, 8th May 1872, No. 1,179.

IRRIGATION, No. 6.

ORDERED that this estimate be forwarded for the sanction of the Government of India, funds being allotted from the "Reserve" under Agricultural when the demands from that head come under review.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 155. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 8th May 1872, No. 1,180.

IRRIGATION, No. 7.

SIR,—Adverting to Circular No. 52 of the 25th August 1871, I am directed to forward, for the sanction of the Government of India, the accompanying estimate* showing the expenditure incurred on the repair and maintenance of the main reservoir of the Survapully tank which is under execution from loan funds. These charges have been defrayed from capital, but under the provisions of the Circular above quoted they should be dealt with separately, and it is now proposed to allot the sum required from the Reserve under Agricultural of the current year.

* Rupees 6,740.

No. 156. Read the following letter from the Officiating Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Upper Anicut, 9th April 1872, No. 14 :—

WITH reference to paragraph 2 of G. O., No. 592, dated 4th March, I notice that the letter from the Collector of Trichinopoly, which accompanied that order, has apparently led to some misapprehension of the circumstances under which a suit in the District Munsif's Court at Trichinopoly was decided against a subordinate of this department and which have led to some loss to Government, and as from statements in the Collector's letter it would appear that the Superintending Engineer, while accusing the Tahsildar of having neglected the interests of Government, was himself solely to blame, I deem it necessary to offer the following explanation which will, I trust, prove that the blame which the Collector imputes to officers of this department is undeserved.

2. The Superintending Engineer's letter, No. 527, dated 13th September 1871, printed with G. O., No. 2,653, dated 19th October 1871, fully explains the circumstances under which the suit was instituted, and as it appeared to Government from that letter that the Tahsildar had neglected the interests of Government in the

matter, the Collector was called upon to submit a full explanation from the Tahsildar. It is his letter submitting this explanation that I refer to in the preceding paragraph.

3. The real facts of the case are these:—The Superintending Engineer learning that a suit had been instituted in the Trichinopoly District Munsif's Court by Rungasawmy Iyengar against Overseer Poonoosawmy Pillay, wrote to the Collector on the 15th January 1870 requesting him to endeavour to make, through the Tahsildar, an amicable arrangement of the matter. The Tahsildar then took up the subject and wrote to the Overseer requesting him to apply to the Court to have the case postponed, and accordingly the case was postponed, though no intimation of the postponement was given to this office. The Overseer, then, concluding that the Tahsildar having taken up the matter he should hear nothing further of it took no further steps in the matter. On the 21st March 1870, the Collector wrote to the Superintending Engineer enclosing an arzi from the Tahsildar stating (as shown in paragraph 3 of the Collector's letter) that the plaintiff consented to withdraw the suit on payment of a compensation of Rupees 100. This, the Collector states, concluded the negotiation; but this statement is hardly correct, as the Tahsildar only brought forward the proposal of the plaintiff, which proposal had not received the approval of any member of this department. It is evident that the Superintending Engineer did not consider the negotiation concluded, for in his next letter to the Collector he objected to the terms offered by the plaintiff. The claims of the plaintiff were based on certain measurements of land which did not agree with the measurements given by the Range Officer, and consequently a correspondence then took place with that officer without any knowledge that the case had only been postponed, and with the idea it certainly would not be proceeded with without intimation being given to this office. Before its conclusion Captain Oakes had left the division on leave, and on return from leave was employed on special duty; during this time the matter was left in abeyance, and no communication on the subject was received from the Collector. On Captain Oakes' return to the division he wrote to the Collector proposing to pay the sum asked by the plaintiff on certain conditions, and then learned that the case had originally been only postponed for three months and had since been settled in Court.

4. I cannot see that any responsibility for the loss which has occurred rests with the officers of this department. The matter was handed over to the Collector for settlement, and the Tahsildar submitted a proposal on behalf of the plaintiff. This proposal could not be agreed to, and the negotiation therefore remained incomplete. While it remained incomplete it was, I consider, the duty of the Tahsildar, who arranged the first postponement of the suit, to see that it was not taken up without at least notice being given to this department. Had any intimation been received that the case was about to be heard a further postponement would have been applied for at once.

No. 157. ORDER THEREON, 8th May 1872, No. 1,181.

ESTABLISHMENT, No. 17.

THE Government see no occasion for modifying their Order of 4th March 1872, No. 592. The Acting Superin-

tending Engineer's letter does not in any way alter what was understood to be the facts of the case, namely, that the Tahsildar concluded his part in the *negotiation* by inducing the plaintiff to consent to withdraw the suit on payment of a compensation of Rupees 100. This offer was communicated by the Collector to the Superintending Engineer on 21st March 1870 and no notice having been taken of it, and no application having been made on behalf of the department for a further postponement of the case, the case was disposed of in Court and judgment given for the plaintiff, who, as might be expected, then declined to abide by the settlement made by the Tahsildar.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 158. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 20th April 1872, No. 190 :—

WITH reference to paragraph 12 of the letter* from the Government of India, dated the 2nd ultimo, No. 325-G. R., I have the honour to request that you will be so good as to lay before Government the enclosed letters† from the Agent of the Great Southern of India Railway. Mr. Betts' previous letters on the same subject have been already before Government, and were disposed of in the Proceedings marginally noted.

* *Vide* G. O., No. 803, dated 21st March 1872.

† Nos. 4,455 and 4,471, dated 12th and 18th April 1872.

G. O., No. 2,186, dated 25th August 1871.
,, ,, 2,968, ,, 23rd November ,,
,, ,, 227, ,, 24th January 1872.
,, ,, 429, ,, 13th February ,,

2. In reply to the first of the letters now submitted, I informed Mr. Betts that, as the Government of India had decided on constructing the line of telegraph between Trichinopoly and Tuticorin by State agency, I did not think that any object would be gained by submitting a further application from the Railway Company for permission to construct the line themselves. I have also been in communication with the Telegraph Department on the subject, but I have not yet been able to ascertain what steps have been taken to insure the early construction of the line or when its completion may be looked for.

3. I beg leave to endorse all that has been urged by the Agent and the Chief Engineer of the Great Southern of India Railway as to the very great importance of having the line of telegraph set up along the proposed line of railway with the utmost promptitude. It is scarcely necessary for me to observe that the efficiency and economy of the Engineering Department will be materially helped by the early construction of the telegraph, and I trust that this Government will see fit to move the Government of India accordingly.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 12th April 1872, No. 4,455.

PARAGRAPH 12 of Government of India letter No. 325-G. R., dated 2nd March 1872, says, "the telegraph will be erected by Government on the same terms as were agreed to for the Oudh and Rohilkund Railway."

No. 4,083,	26th	June	1871.
,, 4,240,	25th	Oct.	,,
,, 4,242,	27th	,,	,,
,, 4,278,	22nd	Nov.	,,
,, 4,307,	15th	Dec.	,,
,, 4,321,	3rd	Jan.	1872.
,, 4,343,	19th	,,	,,

2. With reference thereto, and to my letters noted in the margin, I beg again to intimate that this Company is unwilling to enter into an arrangement similar to that agreed to for the Oudh Line.

3. We are willing and anxious to meet the Government Telegraph Department in sharing the cost of the telegraph posts between Trichinopoly and Tuticorin, but the maintenance and control of its own telegraph wire the Company desires to retain.

4. The Chief Engineer has asked me to impress upon Government the very great importance to his work of having the line of telegraph set up along the proposed line of railway with the utmost promptitude; unless this is done, much loss of time and money will certainly result to the undertaking.

5. I beg therefore that Government will permit me to make arrangement for the erection of the wire, etc., which we have already in stock leaving to be arranged hereafter the share to be borne by the Government Telegraph Department in the cost of the posts.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 18th April 1872, No. 4,471.

YOUR letter No. 146 of the 15th instant.

2. Although Government may not be in a position to accord the sanction I have asked for still I trust you will be kind enough to send forward my letter; there can be no doubt that much time will be lost in references between the Chief Engineer and his Assistants if any delay is allowed to occur in the erection of the telegraph, and Government may probably be pleased to urge upon the Government of India the advisability of dealing promptly with this question.

No 159. ORDER THEREON, 8th May 1872, No. 1,182.

RAILWAY, No. 18.

ORDERED that these papers be forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 160. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 8th May 1872, No. 1,183.

RAILWAY, No. 19.

No. 2,187,	dated	25th August	1871.
,, 2,969,	,,	23rd November	,,
,, 228,	,,	24th January	1872.
,, 234,	,,	,, ,,	,,
,, 430,	,,	13th February	,,

SIR,—In forwarding in continuation of the papers noted in the margin the accompanying letters from the Agent of the Great Southern of India Railway deprecating the assumption by the Government of India of the control of the wires and the technical supervision

and maintenance of the system of telegraph to be erected on the Southern Extension, I am to urge upon the Right Honourable the Governor-General in Council the great importance of early orders being issued for the prompt completion of the telegraph, as any delay in this respect is calculated, not only to be a source of inconvenience to the engineering staff employed on constructive operations, but to retard the progress of the works and add to their cost.

No. 161. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 203 :—

WITH reference to G. O., No. 243, dated 25th January 1872, I have the honour to submit letters from the Agents of the Madras, the Great Southern of India, and the Carnatic Railways, showing the capital expenditure from the commencement on the telegraph system, exclusive of the cost of instruments.

No. 255, dated 26th April 1872.
,, 4,405, ,, 1st March ,,
,, 330, ,, 3rd Feb. ,,

2. On the Madras Railway the total cost of construction amounts to Rupees 9,74,392, and the annual cost of maintenance, distinct from charges for repairing instruments, etc., (taken for the last three years) comes to Rupees 9,996.

3. The Agent of the Great Southern of India Railway finds it difficult to give the information as required, the expenditure not being properly recorded in the Company's books.

The construction of the telegraph has been undertaken in four divisions, namely—

I.—From Negapatam to Trichinopoly,
II.—Second wire from do. to do.,
III.—From Trichinopoly to Erode,
IV.—Second wire from do. to do., and the total expenditure, exclusive of general superintendence, etc., amounts to Rupees 1,16,578.

There is no distinct staff kept for the maintenance of the line; the maintenance staff of the permanent-way attend to the repairs as occasion requires.

Exclusive of charges for repairs to instruments, etc., the repairs of the line for the year ended 31st December last amounted to Rupees 109.

4. The telegraph line of the Carnatic Railway was estimated at Rupees 6,000 when the line was made over by the Indian Tramway Company, and its maintenance amounted to Rupees 43 during each of the last two years, exclusive of charges of station work, repairs to instruments, etc.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 26th April 1872, No. 255.

IN accordance with the request contained in your office letter No. 60 of the 26th of January last, I have the honour to enclose a statement showing the capital expenditure up to the 31st of December last on the telegraph system of the Madras Railway, exclusive of the cost of instruments.

2. The statement also shows the cost of maintenance distinct from the charges for office arrangements and repairs to instruments.

MADRAS RAILWAY.

TELEGRAPH DEPARTMENT.

Cost of Construction.

	RS.	A.	P.
Total expenditure up to 31st December 1871	8,82,068	13	4
Deduct cost of instruments, batteries, and office arrangements	47,006	0	0
	8,35,062	13	4
Proportion of general management, salaries, and contingencies applicable hereto	18,011	15	2
Do. general superintendence, salaries, and contingencies applicable hereto	18,531	13	6
Value of telegraph materials uncharged at 31st Dec. 1871 ...	1,02,785	3	3
Total cost ...	9,74,391	13	3

Cost of Maintenance.

Annual charge for maintenance.—Mean of the last three years,	32,516	6	7
Deduct do. for repairing and maintaining instruments, batteries, and office arrangements, do. do.	22,520	0	0
Mean annual cost...	9,996	6	7

MADRAS,
25th April 1872.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) R. B. ELWIN,
Agent and Manager.

From the Agent of the Great Southern of India Railway, to the Acting Consulting Engineer for Railways, dated Negapatam, 1st March 1872, No. 4,405.

YOUR letter No. 32 of the 26th January last, having been referred to the Chief Auditor, that officer has reported to me as follows :—

" I find it is impossible to give the information complete in the manner required, the expenditure not being recorded in our books in such a way as to enable me to entirely divide the cost of constructing the line from that of instruments and station equipment.

" The construction of the telegraph system of this Railway has been undertaken in four divisions, namely :—

I.—From Negapatam to Trichinopoly,
II.—Second wire from do. to do.,
III.—From Trichinopoly to Erode,
IV.—Second wire from do. to do.,

and it is to the first division I refer in the statement that the information cannot be given in the shape required. From an examination of the detailed vouchers for the expenditure on account of Nos. II. and VI., and from data supplied me by the Engineering department, when the accounts of the Erode extension were closed with reference to No. III., I have been enabled to separate the expenditure on construction of the line from the cost of station equipment on these divisions.

" The expenditure is as follows :—

	RS.	A.	P.
I.—Total cost as recorded in books	56,571	12	9
II.—Exclusive of cost of instrument, etc.	11,879	5	11
III.— Do. do.	37,917	11	5
VI.— Do. do.	10,208	15.	1

These figures are exclusive of general superintendence, etc., which in the estimates has been calculated at 10 per cent. on the cost.

" As regards the maintenance of the telegraph, you are aware that no distinct staff for this work exists on this railway, repairs being executed to the line and charged as occasion requires, the ordinary supervision and attention being given to it by the maintenance staff. During the year ended 31st of December last, the amount expended for keeping up and repairing the line, exclusive of charges for repairs to instruments, etc., was Rupees 109-6-6."

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 3rd February 1872, No. 330.

In reply to your communication No. 21, of the 26th ultimo, I have the honour to state that the original cost of the telegraph upon our open line was Rupees 6,578-7-3, of which Rupees 6,065-13-11 was the value of the stores used, and the balance, Rupees 512-9-4, was for labour; but there appears to be no record showing what was the cost of instruments and what the cost of the wire and posts.

2. I have the honour to state further that on the transfer of the Indian Tramway to this Company the line as it stands was valued at Rupees 6,000, and its maintenance since, exclusive of charges for station work, has averaged Rupees 43-3-8 per annum; during these two years there have, I believe, been no repairs to the instruments.

3. I have the honour to state further that there is a stock of telegraph stores and instruments on hand to the value of about Rupees 3,000, and I estimate that the value of the three instruments in use upon the open line is about Rupees 150.

No. 162. Order thereon, 8th May 1872, No. 1,184.

RAILWAY, No. 20.

Ordered that these papers be forwarded to the Government of India, with reference to their letter dated 13th January 1872, No. 9-T.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 163. (Docket No. 1,185, dated 8th May 1872.)

Copy of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 163a. Read the following Circular letter from the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway); the Chief Commissioners of the Central Provinces and British Burmah; the Resident at Hyderabad; the Consulting Engineers for Guaranteed Railways, Calcutta, Lahore, and Lucknow; the Chief Engineer, Northern Bengal Railway Survey; the Officiating Chief Engineer, Punjab Northern (State), Railway; the Engineer-in-Chief, Indus Valley (State) Railway; and the Superintending Engineers, Agra and Delhi Districts, Rajpootana (State) Railway, Holkar (State) Railway, and Neemuch (State) Railway Survey, dated Fort William, 13th April 1872, No. 22-R:—

In continuation of Public Works Department Circular No. 17 R. of the 5th October 1871, I am directed to forward, for distribution, copies of an approximate

statement showing the quantities of stores and materials which the Bombay, Baroda, and Central India Railway Company are willing to dispose of, and which it is the desire of the Government of India should be utilized as far as possible on other lines, whether Guaranteed or State.

No. 163B. ORDER THEREON, 8th May 1872, No. 1,186.

RAILWAY, No. 21.

COMMUNICATED to the Consulting Engineer for Railways.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 164. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Officiating Secretary to Government, Public Works Department, dated Dowlaishweram, 24th April 1872, No. 340 :—

WITH reference to G. O., No. 167, dated 19th March 1872, regarding the advance made to stone cutters, I have the honour to forward herewith, for the information of Government, copy of a letter* received from the Executive Engineer in charge No. 2 Range, Vizagapatam, from which it will be seen that the advance in question has been recovered in February 1872, and there does not ppear to be any thing objectionable in the transaction.

* No. 3, dated 4th April 1872.

From the Executive Engineer, Vizagapatam, to the Superintending Engineer, 1st Division, dated Waltair, 4th April 1872, No. 3.

IN reply to your memorandum No. 3,933 of 22nd ultimo, I have the honour to inform you that what the Controller objected to was that I allowed the advance (within Rupees 100 sanctioned in your memorandum No. 1,581 of 17th August 1871,) to remain outstanding during the course of the work, instead of recovering it once for all on the occasion of the first payments for work done.

2. But if I had recovered it at once, the stone cutters, who had all come from a distance, would have at once deserted me, as they looked on the advance as a kind of security that they would be allowed to finish the work.

3. There was at no time more than Rupees 90 outstanding at the close of a month, and the work was completed and the balance recovered in February.

No. 165. ORDER THEREON, 8th May 1872, No. 1,187.

ACCOUNT, No. 17.

THE attention of the Superintending Engineer of the 1st Division will be called to the rules sanctioned in G. O., No. 3,909, dated 15th December 1868, for the regulation of Miscellaneous Advances, from which he will observe that a duplicate copy of the authority sanc-

tioning any advance above Rupees 50 should be sent by the Superintending Engineer to the Controller by the same post as conveys the original to the Range Officer. This does not appear to have been done in the case under reference, and the advance, which in itself seems unobjectionable, having appeared in the Range Officer's accounts unsupported by the requisite authority, was brought forward in the statement of Objectionable Items for the orders of Government.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 166. Read the following letter from the Secretary to the Government of Bombay, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Bombay Castle, 24th April 1872, No. 680:—

I am directed to state, for the information of the Government of Madras, that, under instructions from the Secretary of State, the services of Lieutenant Awdry, R. E., have been placed at the disposal of the Government of Madras for appointment as Military Secretary to His Excellency Lord Hobart, and that Lieutenant Awdry has been directed to proceed to join his appointment.

2. I am to express a hope that it will be convenient for the Government of Madras to place at the disposal of this Government the services of an officer of Royal Engineers in exchange for Lieutenant Awdry.

No. 167. Order thereon, 8th May 1872, No. 1,188.

ESTABLISHMENT, No. 18.

Communicated to the Military Department.

Ordered that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 168. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of Bombay, P.W.D., dated 8th May 1872, No. 1,189.

ESTABLISHMENT, No. 19.

Sir,—I am directed to acknowledge the receipt of your letter No. 680, dated 24th April 1872, and in reply to express the regret of the Honourable the Governor in Council that the requirements of the Public Works Department of this Presidency preclude the possibility of an officer of Royal Engineers being placed at the disposal of the Government of Bombay in exchange for Lieutenant Awdry.

No. 169. Read the following letter from the Superintending Engineer, 3rd Division, to the Officiating Secretary to Government, Public Works Department, dated Bellary, 8th April 1872, No. 59 :—

With reference to G. O., No. 48, (Miscellaneous) dated 6th October 1871, requesting me to submit a special report on Serjeant Barnes' work at the close of 1871-72, I have the honour to draw your attention to the remarks in my Diary for the 10th February 1872, and to my quarterly Conduct Returns.

2. As a Military man, I beg to say that I have received no report of insubordination on Serjeant Barnes' part.

No. 170. Order thereon, 8th May 1872, No. 1,190.

ESTABLISHMENT, No. 20.

The remarks in his Diary and Conduct Returns referred to in the Superintending Engineer's letter refer solely to Serjeant Barnes' qualifications as a Public Works subordinate. But the man who shows "indolence, apathy, and listlessness" in the discharge of his Civil duties, cannot possibly do credit to the position of a Warrant Officer, and will not be recommended for promotion to that rank till he shows himself to be thoroughly deserving of it in every particular.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 171. Read the following letter from the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 20th April 1872, No. 13 :—

I have the honour to request the permission of Government to proceed with the undermentioned incomplete works in anticipation of an allotment in the current year, so that the Range Officers may be able to complete the works before the monsoon sets in ; some of these works are in such a forward state that to stop them now would be a great loss, I have, therefore, authorized the Range Officers to proceed with them in anticipation of the orders of Government, and trust that my proceedings will be approved of :—

	Names of Works.	Amount of Estimate.	Expenditure up to 31st March 1872.	Balance required in 1872-73.
		RS.	RS.	RS.
1.	Re-roofing Military Hospital at Mangalore	3,650	1,014	2,636
2.	Subsidiary Jail and out-houses at Beltangady... ...	7,515	5,681	1,834
3.	Do. do. at Karikal	4,700	2,831	1,869
4.	Do. do. at Oopinangady ...	7,760	5,988	1,772
5.	Do. do. at Hossdroog	5,810	5,175	635
6.	Do. do. at Cassergode	4,997	4,224	773
7.	Munsif's Court at Bramawer	4,680	3,155	1,525
8.	Additions and improvements to the bungalow at Coondapore to adapt it for the residence of the Head Assistant Collector	1,850	107	1,743
9.	Subsidiary Jail and out-houses at Ponany	4,410	3,231	1 179

No. 172. ORDER THEREON, 10th May 1872, No. 1,191.

ACCOUNT, No. 18.

APPROVED.

2. An allotment of funds has been made for the first work in G.O., No. 1,111 of the 1st instant. A sum of Rupees 11,330 is made available from the Reserve in the Provincial Budget under Civil Buildings to meet the outlay on the remaining works.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 173. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 23rd April 1872, No. 197 :—

I HAVE the honour to submit, for the sanction of the Government of India, the accompanying indent (in duplicate) on the Board of Directors of the Madras Railway, the approximate cost being Rupees 1,645.

2. The Agent submits the following explanation for indenting for so large a quantity as 50,000 "goods way bills" (thin), compared with the annual consumption and the very large quantity of stock in hand.

"The thin 'goods way bills' are at present used only at the Salt Cotaur Goods station, Madras, at which station alone the consumption is about 17,000 per annum.

"It is proposed, however, to introduce them at some of the other large goods stations, such as Bangalore, Vellore, Arcot, Cuddapah, Salem, Coimbatore, Bellary, etc., etc., as they are much more convenient for use where the traffic is considerable than the thick ones.

"Having regard to this and to the fact that the number of consignments is on the increase by reason of our connection with the Great Indian Peninsula Railway, it is estimated that the 50,000 now proposed to be indented for and the 145,000 in stock will last us for about two years."

No. 174. ORDER THEREON, 10th May 1872, No. 1,192.

RAILWAY, No. 22.

ORDERED that the Indent submitted with this letter be forwarded for the sanction of the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 175. (DOCKET No. 1,193, dated 10th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 176. Read the following letter from the Under Secretary to the Government of India, Public Works Department (Railway), to the Officiating Secretary to the Government of Madras in the Public Works Department (Railway), dated Fort William, 26th April 1872, No. 598-G. R. :—

IN reply to your docket No. 989, dated the 16th April 1872, I am directed to communicate the sanction of the Government of India to the estimate therewith submitted, amounting to Rupees 6,409-0-11, as per margin, for fittings and furniture required for the Raichore Station and Tripetty and Adony refreshment-rooms on the North-West Line of the Madras Railway.

	RS.	A.	P.
Raichore Station	5,572	13	2
Tripetty refreshment-room ...	436	15	11
Adony do. ...	399	3	10
Total...	6,409	0	11

2. This sanction has been entered in the register of this office as No. 4 M. R. of 1872-73.

3. The original estimate is herewith returned.

No. 177. ORDER THEREON, 10th May 1872, No. 1,194.

RAILWAY, No. 23.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 988, dated 16th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 178. Read the following letter from the Secretary to the Chief Commissioner for the Affairs of Coorg, to the Officiating Secretary to the Government of Madras, Public Works Department, dated Bangalore, 22nd April 1872, No. 723 :—

THE Government of India having, in their orders on the Budget for the Province of Coorg, noticed the omission of any estimate for the rent of the quarters occupied in the old palace by the officers of the Regiment stationed at Mercara, the Chief Commissioner will feel much obliged if the Government of Madras will furnish him with any information which may be on their records relative to the non-levying of rent for the quarters in question.

No. 179. ORDER THEREON, 10th May 1872, No. 1,195.

MILITARY WORKS, No. 5.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 180. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Chief Commissioner of Coorg, dated 10th May 1872, No. 1,196.

MILITARY WORKS, No. 6.

SIR,—I am directed to acknowledge the receipt of Major Chrystie's letter of the 22nd April 1872, No. 723, and, agreeably to the request contained therein, to forward copies of the under-mentioned Proceedings in the Military Department, which afford the required information in regard to the non-levying of rent, from the officers stationed at Mercara, for the quarters occupied in the old palace buildings.

G. O., No. 3,090, dated 4th September 1866.
,, ,, 3,864, ,, 7th November ,,

No. 181. Read the following Circular from the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Local Governments and Administrations, and to the Consulting, Chief, and Superintending Engineers in charge of Railways, dated Fort William, 6th April 1872, No. 20-R:—

IN continuation of Circular No. 3 R. of the 17th January 1872, the undersigned is directed to forward tables to facilitate the conversion of measures, on the British standard, to the metrical standard.

(Signed) ALFRED H. VAUX,
Under Secretary.

No. 182. ORDER THEREON, 10th May 1872, No. 1,197.

RAILWAY, No. 24.

COMMUNICATED to the Consulting Engineer for Railways in continuation of G. O., No. 523, dated 26th February 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 183. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Officiating Secretary to Government, Public Works Department, dated Dowlaishweram, 27th April 1872, No. 380:—

No. 1,011, dated 12th April 1871.
,, 1,625, ,, 20th Sept. ,,
,, 488, ,, 21st Feb. 1872.

WITH reference to paragraph 4 of the orders of Government No. 151, dated 13th January 1870, and to subsequent G. Os. as per margin on the subject of the colloquial examination in the vernaculars to be passed by officers and

subordinates of the department, I have the honour to report, for the information of Government, that, in communication with the Revenue authorities of the districts comprising this division, I have had such of the subordinates named in the margin, who did not pass an examination in Telugu either at the Civil Engineering College or after joining the department examined in that language, and the results as reported to this office have been favorable.

Serjeant J. Kelly, Taluq Overseer, No. 1 Range, Vizagapatam.
Mr. R. Harris, Taluq Overseer, No. 1 Range, Godavery.
Mr. J. Mahony, Taluq Overseer, No. 3 Range, Godavery.
Mr. J. Lawrence, Taluq Overseer, No. 3 Range, Godavery.
Mr. J. Hicken, Taluq Overseer, No. 6 Range, Godavery.

2. Serjeant W. Spencer, Taluq Overseer in No. 6 Range, Godavery District, and Mr. H. Bower, Taluq Overseer in No. 3 Range, Vizagapatam District, are the only two subordinates in this division who have not passed the colloquial test in Telugu.

3. I beg to add that Mr. Sub-Engineer Lever passed a colloquial examination in Telugu in the year 1859, when the late Major Harrington was District Engineer of Ganjam.

No. 184. ORDER THEREON, 10th May 1872, No. 1,198.

ESTABLISHMENT, No. 21.

COMMUNICATED to the Controller of Public Works Accounts.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 185. Read the following letter from the Assistant Secretary to the Government of India, Public Works Department, (Irrigation,) to the Officiating Secretary to the Government of Madras, Public Works Department, dated Fort William, 25th April 1872, No. 337 I:—

IN reply to your letter No. 994 of the 17th instant, I am directed to state that the Government of India has no objection to the services of Assistant Surgeon Nicholson being obtained temporarily for the examination of lime stones, provided the measure will not involve much expense. The further report promised will be awaited.

No. 186. ORDER THEREON, 10th May 1872, No. 1,199.

ESTABLISHMENT, No. 22.

COMMUNICATED to the Public and Military Departments, in continuation of G. O. No. 993, dated 17th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 187. • Read the following Despatch from the Right Honourable the Secretary of State for India, (Public Works,) to His Excellency the Right Honourable the Governor in Council, Fort St. George, dated India Office, London, 4th April 1872, No. 6 :—

WITH reference to the statement in your Secretary's letter No. 404 of 10th February 1872, that the invoice of Iron Plates per *Cornwallis* had been omitted, I have to inform you that at the time of despatching the invoice no claim for the plates had been received from the Contractor.

2. The claim has, however, now been received, and the additional invoice required was sent to Madras on the 22nd March 1872.

No. 188. ORDER THEREON, 10th May 1872, No. 1,200.

ACCOUNT, No. 19.

COMMUNICATED to the Controller of Public Works Accounts, with reference to G. O. No. 403, dated 10th February 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 189. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—Railway), to the Secretary to the Government of Madras, Public Works Department (Railway Branch), dated Fort William, 30th April 1872, No. 613-A. R. :—

I AM directed to invite the attention of the Government of Madras to Public Works Department Circular No. 17-R., dated the 15th ultimo, and to request that the report therein asked for as to the present strength of the Consulting Engineer's Office, Madras, showing what it is proposed to retain directly under that officer and what to transfer to the Examiner of Railway Accounts in that Presidency, may be submitted to the Government of India as soon as possible. A report should be sent forward at the same time showing what extra establishment, if any, will probably be required by the Examiner for carrying on the duties recently assigned to him, and the necessity for any addition which may be thought necessary should be very fully explained.

No. 190. ORDER THEREON, 10th May 1872, No. 1,201.

RAILWAY, No. 25.

THE report called for by the Government of India in their Circular of 15th March 1872, No. 17, was furnished with docket No. 1,110, dated 30th April 1872.

2. The Examiner of Railway Accounts will furnish, as early as possible, the information called for in the concluding portion of the foregoing letter.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 191. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 29th April 1872, No. 207 :—

WITH reference to G. O., No. 923, dated 8th April 1872, I have the honour to submit letters* from the Agents of the Madras and the Great Southern of India Railways in regard to the inquiry made by the Government of India as to whether the purchase of European stores from the local market, or through the Home authorities, is conducive to economy.

* No. 230, dated 16th April 1872.
,, 4,483, ,, 25th ,, ,,

2. Both Agents are of opinion that the stores received from England compare most favourably, both as regards quality and price, with those purchased in India.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th April 1872, No. 230.

WITH reference to your endorsement No. 238, dated the 10th instant, upon Circular from the Government of India, No. 1,806 of the 12th of March 1872, having reference to the prices of stores purchased in the local markets as compared with those obtained from England, I have the honour to inform you that the general practice on this Railway is to obtain from England, upon sanctioned indent, all European stores, and to purchase in India only those stores which consist of native produce or manufacture.

2. There are of course exceptions to this, as we occasionally run short unexpectedly of European stores, although every effort is made to foresee and provide for our requirements.

3. Under these circumstances, we have had occasionally to purchase such stores in the local market, but our experience is that the articles sent out by the Directors compare most favourably, both as regards quality and price, with those purchased in this country.

4. Solitary cases have occurred where we have been able to purchase locally European stores at unusually favourable rates, but these are exceptional and due to peculiar circumstances, such as the market being overstocked with any particular article by shippers or speculators, the desire of agents or merchants to close consignments, etc., etc. For instance, we have occasionally purchased cargoes of coal at singularly favourable rates, but we cannot rely upon such opportunities for our regular supply, and local sellers at once take advantage of our wants as soon as they ascertain that we are running short of any article in general use.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 25th April 1872, No. 4,483.

IN reply to your memorandum No. 136 of the 10th instant, I have to state, for the imformation of Government, that so far as this Company is concerned the local purchase of European stores has necessitated a larger outlay than would have been incurred had such stores been received from the Home authorities.

2. I may mention that the cost for carriage of stores from Madras to Negapatam exceeds the freights lately paid by my Directors for shipments *via* the Cape from London to Negapatam. There are no houses of business at this station, and no shipments are made from England except for the Railway Company.

3. As a rule, too, articles received direct from England are superior in quality to similar articles purchased in this country, many of which may have been in stock for long periods. I attach a comparative statement of average prices paid for articles in general consumption.

GREAT SOUTHERN OF INDIA RAILWAY COMPANY.

Statement showing difference in price of various Articles purchased in England and India.

Names.		England.			India.		
		RS.	A.	P.	RS.	A.	P.
Augers, screw	each ...	0	7	0	0	8	6
Bath-bricks	lbs. ...	0	0	9	0	2	0
Canvas	yds. ...	0	9	2	0	10	0
Chisels, assorted	each ...	0	5	2	0	7	6
Copper	lbs. ...	0	7	10	0	8	0
Cotton, waste	,, ...	0	2	2	0	3	6
Files, assorted	each ...	0	12	3	1	2	3
French polish	lbs. ...	0	10	10	1	1	0
Hinges, butt, brass	each ...	0	0	9	0	2	4
Do. do., iron	,, ...	0	0	11	0	1	9
Iron, assorted	lbs. ...	0	0	10	0	1	4
Lead, white	,, ...	0	2	4	0	2	6
			to			to	
			2	10		2	10
Lead pig	,, ...	0	2	0	0	1	11
Oil, linseed	,, ...	0	3	9			
			to				
			5	4	0	6	0
Padlocks, iron	each ...	0	7	7			
			to				
			9	9	0	8	0
Paper, emery	sheet ...	0	0	6	0	0	8
Paints and powders of sort	lbs. ...	0	2	11	0	14	0
Screw-drivers	each ...	0	11	7	0	11	0
Steel, assorted	lbs. ...	0	2	4	0	7	6
Sulphate of copper	,, ...	0	2	4	0	3	4
Tar, coal	,, ...	0	0	3	0	0	7
Varnish	,, ...	1	1	10	2	9	4
Wicks, assorted	doz. ...	0	1	4	0	5	5
Wire, brass and copper	lbs. ...	0	9	5	0	14	8
Stationery.							
Form No. 23	1 Book ...	1	2	8	3	12	0
,, ,, 24	,, ...	1	2	10	3	2	0
,, ,, 29	,, ...	2	5	10	7	8	0
,, ,, 35	,, ...	2	1	10	4	13	6
,, ,, 36	,, ...	0	14	1	3	12	0
,, ,, 39	,, ...	2	3	3	5	10	0
,, ,, 21	,, ...	0	14	1	1	11	6
,, ,, 5	100 Copies.	0	4	3	0	14	0
,, ,, 6	,, ...	0	8	7	1	4	0
,, ,, 7½	,, ...	0	14	1	2	3	0
,, ,, 8	,, ...	0	14	1	2	3	0
,, ,, 18	,, ...	1	5	1	1	8	0
,, ,, 27	,, ...	3	5	4	4	0	0
Envelopes, assorted	per 100 ...	0	2	6	2	12	0
						to	
					5	8	0
Paper foolscap	per ream.	3	2	2	5	8	0
Do. blotting	,, ,, ...	9	14	4	12	8	0

(Signed) W. S. BETTS,
Agent.

No. 192. ORDER THEREON, 10th May 1872, No. 1,202.

RAILWAY, No. 26.

ORDERED that these papers be forwarded to the Government of India, with reference to their orders dated 28th March 1872, No. 429-A. R.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 193. (DOCKET No. 1,203, dated 10th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 194. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 23rd April 1872, No. 16:—

I HAVE the honour to bring to the notice of Government that, owing to the very heavy monsoon, damages that occurred in the Coimbatore District during November last, nearly the whole of the Agricultural Repair Funds of the district have already been allotted; the incomplete works of last year alone required an allotment of Rupees 28,962 in order to finish them. I, therefore, request that should funds be available, an additional allotment of Rupees 12,000 may be made for the Coimbatore District.

No. 195. ORDER THEREON, 11th May 1872, No. 1,204.

ACCOUNT, No. 20.

THE Government are unable at present to make a further allotment for Agricultural Repairs in the Coimbatore District. If works of a really urgent nature are required and they cannot be provided for from the allotment of Rupees 48,000 already made for Agricultural Repairs, the Superintending Engineer may pass estimates for such works to the amount of Rupees 60,000 in all, and should apply for a further allotment when the Rupees 48,000 have been worked out, when provision will be made for such further sums as may actually be required by transfers from other districts.

(Signed) R. F. OAKES, Captain, R.E.,

Acting Joint Secretary to Government.

No. 196. Read the following paper from the Controller of Pubilc Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 3rd May 1872, No. 301 :—

Statement showing the Ranges the Accounts of which were not received in this office on the 1st May 1872.

Division.	Range.	For what month.	Remarks.
1st ...	Chicacole Western Delta	Mar. 1872.	Calls have been made for these accounts.
3rd ...	Bellary	Do.	Do. do. do.
5th ...	Virdachellum ...	Do.	Do. do. do.
7th ...	Neilgherry	Do.	Do. do. do. The Range Officer satisfactorily explains that the delay in the submission of his accounts for March 1872 is owing to the illness of his Deputy Accountant.
8th ...	Madura	Do.	Calls have been made for these accounts.

No. 197. ORDER THEREON, 11th May 1872, No. 1,205.

ESTABLISHMENT, No. 23.

COMMUNICATED to the Superintending Engineers 1st, 3rd, 5th, and 8th Divisions with a view to Range Officers concerned being called upon to expedite the submission of their accounts for March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 198. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 16th April 1872, No. 219 :—

1 Copy of memorandum No. 1, dated 3rd April 1872, from the Controller of Public Works Accounts to the Executive Engineer, No. 2 Range, Vizagapatam.
1 Copy of letter No. 8, dated 10th April 1872, from the Executive Engineer, No. 2 Range, Vizagapatam.
1 Travelling Allowance Bill.
1 Inspection Report.

IN forwarding herewith copies of a memorandum from the Controller of Public Works Accounts to the Executive Engineer in charge, No. 2 Range, Vizagapatam, and of a letter from the latter officer relative to an objection to pass travelling allowance to Mr. Assistant Engineer Turner in consequence of the station which is to be regarded as the permanent or temporary head quarters of Mr. Turner not being intimated, I have the honour to observe that, as this officer is employed in the supervision of famine relief works, and as his presence is required in various parts of the district, on which account he has to

maintain marching equipments, it is impossible for him to make any station his permanent or temporary head quarters.

2. Under these circumstances I request that the Controller of Public Works Accounts may be authorized to pass the accompanying travelling allowance bill of Mr. Turner for February 1872 and bills for subsequent months without reference to any permanent or temporary head quarters.

No. 199. ORDER THEREON, 11th May 1872, No. 1,206.

ESTABLISHMENT, No. 24.

UNDER the circumstances explained the Controller of Public Works Accounts is authorized, as a special case and without reference to any "fixed station," to pass the travelling allowance bills of Mr. Assistant Engineer Turner for February 1872, and for such further period as that officer may be engaged on famine relief works in the 1st Division.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 200. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 16th April 1872, No. 215:—

WITH reference to paragraph 2 of G. O., No. 826, dated 23rd March 1872, I have the honour to request I may be informed whether I am to understand from the wording "they are not however prepared to increase the strength of the offices of Messrs. Dorward and Ellis," that this has reference to the lascars which these officers would be entitled to had the Government sanctioned establishments for them equivalent to those hitherto sanctioned for Assistant Engineers in charge of sub-divisions.

2. I have also to request I may be informed whether the sanction accorded in G. O., No. 395, dated 9th February 1872, for a writer on Rupees 15 for Lieutenant Dorward stands good, and whether under the G. O. under reference Mr. Assistant Engineer Martin's Establishment stands at its original strength, namely, one writer and three lascars.

No. 201. ORDER THEREON, 11th May 1872, No. 1,207.

ESTABLISHMENT, No. 25.

THE Superintending Engineer will be informed that G. O., No. 826, dated 23rd March, provided for increasing the salaries of the writers attached to the offices of Messrs. West and Ellis from Rupees 15 to 25, but in no way altered the strength of the establishments sanctioned in G. O., No. 395, of 9th February 1872. In the latter a writer on Rupees 15 per mensem was sanctioned for Lieutenant Dorward, and the number of lascars

of Mr. Martin's Office now doing duty under Mr. West was reduced from three to two.

2. The Government are of opinion that a careful perusal of the orders adverted to would have rendered a reference to Government on the subject unnecessary.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 202. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 23rd April 1872, No. 194 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 20th April 1872, No. 240.

I HAVE the honour to enclose, for the information of Government, copies of the reports noted in the margin, having reference to a collision between a ballast train and a trolly which occurred on the 18th instant.

From Locomotive Superintendent, No. 134, 19th April 1872.
From Traffic Manager, No. T $\frac{0}{172}$, 19th April 1872.

2. I am having a strict investigation made into the circumstances attending this accident, and if the blame can be distinctly brought home to any individual or individuals, I have determined to have them prosecuted for neglect of duty.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 19th April 1872, No. 134.

I BEG to report, for your information, the following particulars of a collision which occurred yesterday at the 135th mile, third telegraph post, on the South-West Line, between the ballast train and a trolly.

2. The Locomotive Foreman states that the trolly was proceeding from Jollarpett to Tripatore in charge of the Sub-Inspector, no signals being exhibited to protect it; the ballast train coming up at the time ran into the trolly, breaking it to pieces and throwing the van off the line. One axle-box of the van was damaged, and several of the bolts were broken; the brake gear was also bent, and the wheels were badly cut.

3. The line was cleared for the 8 A.M. train; so no delay was caused to the ordinary trains.

4. I have not been furnished with the number of the ballast train engine, but directly I ascertain it I will inform you. The name of the Driver is J. Holmes.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 19th April 1872, No. T $\frac{0}{172}$.

Ballast Train running into a Trolly.

I BEG to enclose copies of a telegram and letter dated 18th instant, from the Guard of the ballast train working between Jollarpett and Tripatore, reporting a collision between the ballast train and a trolly at the 135th mile, first telegraph post.

2. The Inspector of Police has been ordered to investigate the matter.

From the Guard of the Ballast Train, to the Acting Deputy Traffic Manager, dated Jollarpett, 18th April 1872.

I BEG to report, for your information, that whilst the ballast train of the above date had left the ballast pit, and while on its way towards Tripatore for the purpose of depositing the ballast on the main line between the said station and Jollarpett, the train came in contact with a trolly at the 135th mile, which caused the brake van to get off the line. The required assistance being obtained from Jollarpett, the brake van replaced on the line, leaving the line clear at 6 40 P.M., and arrived into Jollarpett at 6 50 P.M.

2. Furthermore, I beg to state that the trolly was not sighted in time to bring the train to a stand to prevent the accident, as it was running in a curve at the time.

Telegram from the Guard of the Ballast Train, Jollarpett, to MOSS, Esq., dated 18th April 1872.

BALLAST Train ran over a trolly at 135th mile, first telegraph post of main line and smashed; no one hurt; line clear. Particulars will follow.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 22nd April 1872, No. 141.

Collision between Ballast Train and Trolly on 18*th April* 1872.

REFERRING to my letter No. 134 of the 19th instant, I beg to inform you that the number of the engine which ran into the trolly is 94.

2. The van attached to the train was a goods brake van, numbered 7, and the following are the details of the damage done to it :—

Axle bent, tyre cut, axle-box broken, one side-chain bent, two brake-rods bent, one buffer head lost, and two bolts in buffer head broken.

I estimate the cost of repairs to be about Rupees 55.

To the Consulting Engineer for Railways for information.

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

22*nd April* 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 203. ORDER THEREON, 11th May 1872, No. 1,208.

RAILWAY, No. 27.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 204. Read the following Extract Proceedings of the Madras Government in the Military Department, dated 10th May 1872, No. 1,551 :—

Read the following Minute by the Honourable R. S. Ellis, dated 9th May 1872.

"3. The Honourable the Governor in Council directs that, for the present, and as a sanitary precaution, the families of the 14th and 27th Regiments be moved to Arcot at the public expense, and accommodated in the European Infantry Barracks and in the Native Cavalry Barracks and sick lines there.

"4. The Public Works Department will be requested to cause those buildings to be put into habitable condition as far as is immediately practicable, and provide bamboo and matting for the separation of families, and give such assistance as may be necessary for the immediate occupation of the buildings."

(True Extract.)

(Signed) A. C. SILVER, Colonel,
Officiating Secretary to Government.

No. 205. ORDER THEREON, 11th May 1872, No. 1,209.

MILITARY WORKS, No. 7.

COMMUNICATED to the Superintending Engineer, 4th Division, for information and guidance with reference to paragraph 4.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 206. Read the following letter from the Officiating Accountant-General, Madras, to the Secretary to Government, Public Works Department, dated Fort St. George, 1st May 1872, No. 63 :—

I HAVE the honour to forward, for transmission to the Secretary of State for India, the Appropriation Statement on account of the Madras Railway for the half-year ended 31st December 1871, exhibiting the transactions both in England and India. The statement was sent to the Consulting Engineer for Railways, who has approved of it.

2. Reference has been made to the Consulting Engineer regarding certain transactions in India in the Appropriation Statement of the Great Southern of India Railway. When these have been accounted for by him, the statement for the Secretary of State will be prepared and submitted. No Appropriation Statement of transactions in India has been yet received on account of the Carnatic Railway Company.

MADRAS RAILWAY COMPANY.

Appropriation Statement showing the Debits and Credits in connection with the Capital Advance Account of the above-mentioned Railway Company for the half-year ended 31*st December* 1871.

Particulars		RS. A. P.	RS. A. P.
Balance brought from preceding Statement...		....	5,14,074 0 8
CASH TRANSACTIONS.			
Add—Payments in half-year ended as above, namely,—			
In England, as per Statement from London, £21,724-9-5		2,36,994 3 8	
In India, as per monthly Cash Statements, namely,*			
July	2,50,000		
August	1,00,000		
September	1,00,000		
October	2,00,000		
November	3,00,000		
December	3,00,000		
		12,50,000 0 0	
			14,86,994 3 8
			20,01,068 4 4
Deduct—Receipts in same period, namely,—			
In England, as per Statement from London, £124-7-6		1,356 13 1	
In India, as per monthly Cash Statements, namely, †			
July	10,162 9 3		
August	1,949 12 10		
September	......		
October	3,565 11 11		
November	48,782 4 4		
December	5,319 13 2		
		69,780 3 6	
			71,137 0 7
Total...		....	19,29,931 3 9
TRANSFERS.			
Deduct—Debits—			
To Construction Account		11,64,790 15 10	
,, Revenue Account...		12,292 10 0	
,, Stores Suspense Account—			
In England, £16,741 ...	1,82,629 1 5		
In India...	3,97,981 10 10		
		5,80,610 12 3	
		17,57,694 6 1	
Less—Credits—			
To Construction Account ...	40,332 5 0		
,, Revenue Account ...	......		
,, Stores Suspense Account ...	25,596 6 5		
		65,928 11 5	
			16,91,765 10 8
Balance on‡ 31st December 1871...		....	2,38,165 9 1

* Amount of payments in each month to be stated.

† Amount of receipts in each month to be stated.

‡ 30th June or 31st December.

Similar Appropriation Statement in connection with the Stores Suspense Account for the half-year ended 31*st December* 1871.

		RS. A. P.	RS. A. P.
Balance brought from preceding Statement...		....	46,53,434 0 3
TRANSFERS.			
Add—Debit from Capital Advance Account— For Cash Payments in the half-year, namely,—			
In England, £16,741... ...	1,82,629 1 5		
In India	3,97,981 10 10		
		5,80,610 12 3	
		5,80,610 12 3	
Less—Credit from same Account— For Cash Receipts in the half-year, namely,—			
In England	......		
In India...	25,596 6 5		
		25,596 6 5	
			5,55,014 5 10
Deduct—Debits—			52,08,448 6 1
To Construction Account		2,20,214 0 10	
,, Revenue Account		6,02,759 10 9	
For value of stores issued on "Capital" and "Revenue" Account, respectively, during half-year ended as above.			8,22,973 11 7
Balance on* 31st December 1871 ..		....	43,85,474 10 6

* 30th June or 31st December.

Similar Appropriation Statement in connection with the Revenue Advance Account for the half-year ended 31*st December* 1871.

		RS. A. P.
Balance brought from preceding Statement...		17,872 15 4
Add—Cash Advances during half-year ended as above, as per monthly Cash Statements, namely,—*		
July	1,10,000	
August	1,75,000	
September	1,75,000	
October	1,50,000	
November	2,25,000	
December	2,00,000	
		10,35,000 0 0
		10,52,872 15 4
Deduct—Expenditure during same period allowed by Consulting Engineer and charged to "Revenue" Account		9,55,278 15 3
Balance on† 31st December 1871...		97,594 0 1

* Amount of advances in each month to be stated.

† 30th June or 31st December.

30*th April* 1872.

(Signed) R. TAYLOR,
Officiating Accountant-General.

No. 207. ORDER THEREON, 11th May 1872, No. 1,210.

RAILWAY, No. 28.

ORDERED that the statement received with this letter be forwarded to the Home Government.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers:—

No. 208. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 11th March 1872, No. 3,777.

I HAVE the honour to request permission to entertain, from the 1st June next, the usual Lock Establishment (a Gumastah on Rupees 12 and five Lock Lascars, two at Rupees 6 each and three at Rupees 5 each) for working the Thossipudy Lock, which will be ready for opening in that month.

Statement of the Anicut and Conservancy Establishment of the Godavery Delta as existing and as proposed.

Number and date of Order.	Present scale.	Salary per month.	Total cost of Establishment.	Proposal scale.	Salary per month.	Total cost of Establishment.	Increase per month.	Decrease per month.
	No. 1 *or Eastern Delta Range, including late No.* 2 *or Central Delta Range and Anicut Establishment.*	RS.	RS.	*No.* 1 *or Eastern Delta Range, including late No.* 2 *or Central Delta Range and Anicut Establishment.*	RS.	RS.	RS.	RS.
	2 Delta Superintendents, at Rs. 70 each.	140		2 Delta Superintendents at Rs. 70 each.	140			
	3 Do. do. at ,, 50 ,,	150		3 Do. do. at ,, 50 ,,	150			
	6 Do. do. at ,, 40 ,,	240		6 Do. do. at ,, 40 ,,	240			
	3 Do. do. at ,, 30 ,,	90		3 Do. do. at ,, 30 ,,	90			
	25 Lascars, at ,, 5 ,,	125		25 Lascars ... ... at ,, 5 ,,	125			
	2 Lock Superintendents, at ,, 15 ,,	30		2 Lock Superintendents at ,, 15 ,,	30			
	6 Do. do. at ,, 12 ,,	72		6 Do. do. at ,, 12 ,,	72	......	12	
	11 Do. do. at ,, 10 ,,	110		11 Do. do. at ,, 10 ,,	110			
	6 Do. do. at ,, 8 ,,	48		6 Do. do. at ,, 8 ,,	48			
	81 Lock Lascars at ,, 6 ,,	486		81 Lock Lascars, at ,, 6 ,,	486	......	12	
	27 Do. do. ... ... at ,, 5 ,,	135		27 Do. do. at ,, 5 ,,	135	......	15	
G.O.No. 1,549, dated 11th May 1869.	25 Anicut and Calingulah Lascars ... ... at ,, 6 ,,	150		25 Anicut and Calingulah Lascars, at ,, 6 ,,	150			
	15 Do. do. ... at ,, 5 ,,	75		15 Do. do. at ,, 5 ,,	75			
	3 Maistries at 18, 15, and 12 Rupees ...	45		3 Maistries at 18, 15, and 12 Rupees ...	45			
	2 Gumastahs or Clerks, at Rs. 15 each.	30		2 Gumastahs or Clerks, at Rs. 15 each.	30			
	1 Shroff	10		1 Shroff	10			
			1,936			1,936	39	
	No. 3 *or Western Delta Range.*			*No.* 3 *or Western Delta Range.*				
	1 Delta Superintendent	70		1 Delta Superintendent	70			
	4 Do. Superintendents at Rs. 50 each.	200		4 Do. Superintendents at Rs. 50 each,	200			
	6 Do. do. at ,, 40 ,,	240		6 Do. do. at ,, 40 ,,	240			
	2 Do. do. at ,, 30 ,,	60		2 Do. do. at ,, 30 ,,	60			
	23 Lascars, ... at ,, 5 ,,	115		23 Lascars at ,, 5 ,,	115			
	4 Lock Superintendents, at ,, 12 ,,	48		4 Lock Superintendents, at ,, 12 ,,	48			
	6 Do. do. at ,, 10 ,,	60		6 Do. do. at ,, 10 ,,	60			
	4 Do. do. at ,, 8 ,,	32		4 Do. do. at ,, 8 ,,	32			
	40 Lock Lascars at ,, 6 ,,	240		40 Lock Lascars at ,, 6 ,,	240			
	17 Do. do. at ,, 5 ,,	85		17 Do. do. at ,, 5 ,,	85			
	2 Calingulah Lascars at ,, 6 ,,	12		2 Calingulah Lascars, at ,, 6 ,,	12			

	13 Do. do. at ,, 5 ,,	65		13 Do. do. at ,, 5 ,,	65			
	1 Clerk	15		1 Clerk	15			
	1 Channel Peon	6		1 Channel Peon	6			
	2 Do. do. at Rupees 5 each	10	1,258	2 Do. do. at Rupees 5 each	10	1,258	......	
	No. 4 or Ellore Range.			*No. 4 or Ellore Range.*				
	1 Lock Superintendent	12		1 Lock Superintendent	12			
	4 Lock Lascars, at Rs. 6 each.	24		4 Lock Lascars at Rs. 6 each.	24			
	2 Do. do. at ,, 5 ,,	10		2 Do. do. at ,, 5 ,,	10			
	1 Calingulah Lascar	5	51	1 Calingulah Lascar	5	51	......	
	No. 6 or Rajahmundry Range.			*No. 6 or Rajahmundry Range.*				
G.O. No. 1,701, dated 29th June 1863.	Establishment for distributing water from tanks in the Rajahmundry and Peddapur Taluqs.			Establishment for distributing water from tanks in the Rajahmundry and Peddapur Taluqs.				
	1 Superintendent...	20		1 Superintendent...	20			
	3 Superintendents at Rs. 10 each.	30		3 Superintendents at Rs. 10 each.	30			
	4 Peons at ,, 5 ,,	20	70	4 Peons at ,, 5 ,,	20	70		
	Total ...	......	3,315	Total...	......	3,315	39	

N.B.—The difference Rupees 59 between the total monthly cost of the above Establishment, namely, Rupees 3,315, and the Budget grant per month, namely, Rupees 3,374, is attributable to the transfer to the Kistna District of a portion of the establishment sanctioned for the Godavery District as follow :—

1 Delta Superintendent	Rs.	40
1 Lock do.	,,	8
1 Lascar	,,	5
1 Calingulah Lascar	,,	6
	Rs.	59

(Signed) J. F. FISCHER, Lieut.-Colonel, R.E,
Ag. Superintending Engineer, 1st *Division.*

DOWLAISHWERAM,
11*th March* 1872.

No. 209. From the same Officer, dated Dowlaishweram, 13th April 1872, No. 192.

WITH reference to your memorandum No. 229, dated 25th March 1872, I have the honour to explain as follows the circumstances under which the items of the Conservancy Establishment detailed in my statement do not correspond with those entered in the printed copy of the Budget for 1872-73.

2. The establishment as provided in the printed Budget for 1872-73 for the Eastern and Central Delta Ranges amount to Rupees 1,976, and that for the Western Delta and Ellore Ranges amount to Rupees 1,047 and Rupees 222 respectively, thus making up the total of the four ranges to Rupees 3,245. Although the items of the establishment detailed in my statement in respect to each of the above ranges do not correspond with those in the printed Budget, owing to the transfers of establishment having been made from one range to another since the despatch of my Budget for 1872-73, yet the aggregate amount for the four ranges, it will be observed, corresponds with that shown in the printed Budget.

3. The cost of the establishment noted in the margin, which was transferred to this department in G. O., No. 2,438, dated 23rd September 1871, being the only difference on the whole, I request may be added to my statement.

	RS.
No. 6 Range, Yallaru River Water Distribution Establishment	24

No. 210. ORDER THEREON, 11th May 1872, No. 1,211.

ESTABLISHMENT, No. 26.

WITH the first letter recorded at the head of these Proceedings the Superintending Engineer of the 1st Division submits a statement of the Conservancy Establishment of the Godavery District, and applies for permission to entertain a Lock Establishment. In the second letter that officer explains why the statement differs from the list printed in the Budget of 1872-73.

2. In anticipation of the sanction of the Government of India, which will be applied for, the Honourable the Governor in Council authorizes the entertainment from the 1st June 1872 of the Establishment required for working the Thossipudy Lock in the Godavery Delta.

Ordered that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 210A. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 11th May 1872, No. 1,212.

ESTABLISHMENT, No. 27.

	RS.
1 Gumastah	12
2 Lascars, at Rupees 6	12
3 Do., at ,, 5	15

SIR,—I am directed to forward the accompanying application from the Superintending Engineer of the 1st Division for the Establishment marginally noted required for working the Thossipudy Lock in the Godavery Delta, which has been completed, and in

requesting the sanction of the Government of India to its entertainment at a monthly cost of Rupees 39, I am to state that in anticipation of such sanction the Honourable the Governor in Council has authorized the employment of the Establishment from the 1st of June next.

No. 211. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 2nd May 1872, No. 281 :—

In G. O., No. 3,254, dated 8th October 1869, an estimate, amounting to Rupees 43,500, for constructing five blocks of family quarters, with out-houses, for the Garrison Battery at Bellary was sanctioned.

2. The expenditure, up to the 31st March 1872, was Rupees 29,998-8-7, (or, in round numbers, Rupees 30,000,) for which three blocks were completed and No. 4 block nearly so. No work on No. 5 block has yet been commenced.

3. The reduction of the allotment, as explained in my letter No. 37, dated 5th April 1872, necessitated the stoppage of this work which, as the Garrison Battery had been withdrawn, caused no inconvenience; and as a Battery will probably not again be located here, I have the honour to request that the building of No. 5 block, which has not yet been commenced, may be abandoned.

4. The sum required to complete No. 4 block, Mr. Fraser informs me, is Rupees 2,600, and I beg to recommend the allotment of this sum at an early date, as it is advisable to cover in the building before the monsoons set in, and save the work already done from damage; moreover, this unfinished block being in juxtaposition with the three completed quarters looks unsightly itself and spoils the appearance of the finished quarters.

5. Mr. Fraser further reports that a sum of Rupees 655-2-5 is due to the contractor on account of stoppages at 10 per cent. on bills already paid. This might have been avoided had Government made specific reductions against the grant for each of the two works instead of taking a lump sum of Rupees 20,000 (see margin), thus leaving the allotment for each work to be made at discretion from the reduced grant of Rupees 12,460.

	Original Grant for 1871-72.
	RS.
Guard-room, Royal Horse Artillery...	10,560
Family quarters for Garrison Battery	21,900
	32,460
Reduced as per G. O., No. 913, dated 28th March 1871	20,000
Revised allotment—Balance ...	12,460

(See paragraphs 3 and 4 of letter printed with G. O., No. 343, dated 5th February 1872.)

6. The timber for No. 5 block was got ready some time back by the contractor for the wood-work, and we cannot return it to the man, as it will be no fault of his if the building of this block is abandoned on the grounds stated in paragraph 3. I have asked Mr. Fraser to inform me its value, and if the wood-work could be made use of in any of the other new buildings which are in progress. If this can be done, as it must be in due course as the timber cannot be kept unutilized, the value will be

recovered from the estimate for the work or works on which it is used, and until this is done the materials will be brought on to "Stock." The contractor must nevertheless be paid, and I, therefore, trust, as soon as I am able to ascertain and inform the amount, Government will allot the necessary sum to make this payment also.

No. 212. ORDER THEREON, 11th May 1872, No. 1,213.

MILITARY WORKS, No. 8.

THE allotment of funds for the completion* of No. 4 block of the family quarters for the Garrison Battery stationed at Bellary, and for compensation† to the contractor on account of loss incurred by the suspension of work, will be considered when the general demands for incomplete Military works come under review.

* Rupees 2,600.

† ,, 655.

2. The question of dispensing with the erection of No. 5 block will be referred to the Military Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 213. Read the following Endorsement of the Officiating Secretary to Government Military Department, dated Fort St. George, 3rd May 1872:—

From the Adjutant-General, to the Officiating Secretary to Government, Military Department, dated Fort St. George, 30th April 1872, No. 273.

WITH reference to Proceedings of Madras Government No. 645, dated 21st February 1872, communicating Proceedings in the Department Public Works, No. 413, of the 12th idem, I have the honour, by order of the Commander-in-Chief, to forward the enclosed Rolls showing, as far as can be ascertained from Officers Commanding Divisions, Stations, and Native Corps, the number of Orphans of Soldiers, Unattached List, in this Presidency.

2. Should any other reports be received they will be forwarded hereafter.

TRANSFERRED to the Public Works Department.

(Signed) A. C. SILVER, Colonel,
Offg. Secretary to Government.

Return showing the number of Orphans connected with the Unattached List of the Madras Presidency.

Place of residence or Regiment.	Orphans.	Fatherless.	Motherless.	At Roman Catholic Orphanages.	At Asylums.	With Parents.	Remarks.
Vizagapatam ...	Rachel Fanny Freeman	Yes ...	Yes ...	......	......	......	Daughter of late Key Serjeant Thomas Freeman. Under the care of her sister Mrs. Horrox, wife of Apothecary J. Horrox, Medical Department.
Do. ...	Harriet Isabella Wilson	Yes ...	No ...	......	......	With mother...	Daughter of late Serjeant Major W. A. Wilson. Mother re-married to Overseer James Cormac, D. P. W.
Palaveram ...	Elizabeth Ryan ... ... Johanna Ryan ... ... William Ryan	Yes ...	No ...	......	......	Do. ...	Not re-married.
Poonamallee ...	A. C. B. Phillips ... ... C. T. B. Phillips ... ... F. A. H. Phillips	Yes ...	No ...	......	......	Do. ...	....
Do. ...	C. McNamara ... ... J. McNamara ... ... J. P. McNamara	Yes ...	No ...	......	......	Do. ...	....
Vellore ...	Eliza Dwyer	Yes ...	No ...	Laretto Convent.	......	....	No. 1,768 of Her Majesty's Indian Army. On furlough from Madras to Vellore. The mother of this orphan is re-married. This orphan is left in sole charge of her brother, her mother being now in England.
Trichinopoly ...	.. ..	Two ...	......	......	......	....	With their grand parents.
Kamptee ...	Christopher Read Delahoyde ... William Walker Delahoyde ...	Yes ...	No ...	......	......	Yes	Mrs. Delahoyde re-married to Lieutenant Dinwiddie, Barrack Master, Kamptee.
Do. ...	Ellen Sarah Talbot ... ... Anne Talbot ... ... Richard Talbot ... ... John Michael Talbot ... ... Mary Margaret Talbot	Yes ...	No ...	......	......	Yes	....

Return showing the number of Orphans connected with the Unattached List of the Madras Presidency.—(Concluded.)

Place of residence or Regiment.	Orphans.	Fatherless.	Motherless.	At Roman Catholic Orphanages.	At Asylums.	With Parents.	Remarks.
Seetabuldee ...	James Thomas Hay	Yes ...	No ...	......	......	....	Mother re-married; orphan is in care of his grand mother
22nd Regiment Native Infantry.	Johanna Murrey	No ...	Yes ...	......	......	With father Patrick Murrey, Quarter Master Serjeant, 22nd Regiment Native Infantry.	Surviving parent not re-married.
Madras ...	W. G. Channing ... ... Richard Joseph Channing ... James Albert Channing ... ... Mary Jane Channing ... ... Elizabeth Maud Channing ... Amy Florence Channing	No ...	Yes ...	......	Richard Joseph Channing, James Albert Channing, } Lawrence Asylum.	....	Remaining four orphans with surviving parent Serjeant-Major R. Channing of the Honourable the Governor's Body Guard. Not re-married.

No. 214. ORDER THEREON, 11th May 1872, No. 1,214.

ESTABLISHMENT, No. 28.

ORDERED that the particulars furnished in the Returns accompanying this letter be incorporated in one Statement and forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 215. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 11th May 1872, No. 1,215.

ESTABLISHMENT, No. 29.

SIR.—In continuation of my letter No. 1,113, dated 1st May 1872, I am directed to forward herewith a Statement showing, as far as can be ascertained, the Orphans of Soldiers on the Unattached List in this Presidency unconnected with the Public Works Department.

No. 216. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th April 1872, No. 188 :—

WITH reference to the Proceedings of the Government of India, Public Works Department, No. 1,356-R., dated 2nd August 1870, I have the honour to submit abstract returns of traffic at the stations of the Madras, the Great Southern of India, and the Carnatic Railways for the half-year ended the 31st December 1871.

MADRAS

Return showing the Outwards and Inwards Traffic

OUTWARDS

Number of Stations.	Distance in Miles.	Names of Stations.	Coaching.				
			Passengers.		Parcels and Luggage.	Carriages Horses, Dogs, etc.	Total.
			Number.	Amount.			
				£	£	£	£
1	...	Madras	92,934	11,551	1,784½	1,168¾	14,504¼
	...	....	½	3½	......	......	3½
2	4	Perambore	37,522	4,067¼	258	15	4,340¼
3	13	Avady	10,224	385¾	25¾	1½	413
4	18	Tinnanore...	8,147	186	½	......	186½
5	26	Trivellore...	43,581	1,402	13	4	1,419
6	30	Cudumbathoor	3,799	709¼	¾	......	110
7	36	Chinnamapet	6,829	218½	¾	......	219¼
8	43	Arconum	55,121	5,011	154	16	5,181
...	...	Carnatic Railway... ...	8,553	255¾	......	......	255¾
9	51	Tirutany	23,567	779½	7½	½	787½
10	60	Naggery	6,683	269¾	5¾	......	275½
11	70	Puttoor	10,040	399	10	¾	409¾
12	78	Poody	5,806	232¼	2¾	1	236
13	84	Tirupetty	29,589	3,368¾	85	14	3,467¾
14	109	Codoor	6,364	318½	4¾	3	326¼
15	122	Reddipully	4,559	228¾	12	2½	243¼
16	130	Rajampet	5,760	278¾	10½	1	290¼
17	137	Nundalore...	9,094	328	5½	1¼	334¾
18	147	Wontimetta	6,325	216¼	4	......	220¼
19	162	Cuddapah	48,549	5,333½	139¾	46	5,519¼
20	176	Camalapoor	5,455	188½	5	3½	197
21	186	Yerragoontla	11,072	538¾	18½	3	560¼
22	196	Moodanoor	3,626	195	3	1¾	199¾
23	211	Kondapoorum	5,440	291¼	4¼	¾	296¼
24	228	Tadputry	10,544	640½	23¼	......	663¾
25	243	Royalchervoo	5,556	221½	7½	¼	229¼
26	258	Ghooty	28,567	2,638¼	100¼	76¼	2,814¾
27	274	Goondacul...	28,740	1,634	17¾	3½	1,655¼
28	292	Veerapoor...	5,759	240¼	22	117½	379¾
29	306	Bellary	27,361	2,694½	321	66¼	3,081¾
30	281	Nuncherla...	1,433	55¼	1¼	......	56½
31	295	Auspree	2,856	116¾	1½	½	118¾
32	308	Adony	13,196	715½	71½	9½	796½
33	325	Kosgee	4,711	191¼	7	......	198¼
34	334	Toongabudra	2	32¾	2	......	34¾
35	340	Mutmurry	4,806	148½	3¾	1	153¼
36	351	Raichore	14,658	3,062½	402	125¾	3,590¼
37	56	Sholinghur	7,731	274	8½	......	282½
38	65	Arcot	35,165	2,032¼	105½	7	2,144¾
39	73	Theroovellum	4,121	130¾	¼	......	131
40	81	Vellore	46,404	3,581	138 5/4	37½	3,757¼
41	89	Virinjepoorum	3,004	65½	......	......	65½
42	96	Gooriattum	17,670	710	55¼	11¾	777
43	106	Mailputty...	4,853	138	½	......	138½
44	113	Amboor	12,783	439¾	6½	½	446¾
45	123	Vaniambady	15,359	729½	8¾	4¼	742½
46	132	Jollarapet...	18,699	1,333¼	18	5¾	1,357
47	154	Coopum	3,889	258½	3¼	1¼	263

RAILWAY.

at each Station for half-year ending December 1871.

TRAFFIC FORWARDED TO OTHER STATIONS.

Goods.									Grand Total.
Merchandize and Minerals for the Public.		Live Stock.	Railway Materials.		Sundries.	Telegraph.	Total.		
Quantity.	Amount.		Quantity.	Amount.					
Tons.	£	£	Tons.	£	£	£	£		£
34,634¾	42,790¼	46¼	805½	1,588½	164¾	106	44,695¾		59,200
......	......	......	......	......	......	......	......		3½
......	......	2¼	......	......	......	11¼	13½		4,35[illegible]¾
27½	34¼	......	......	......	......	4¼	38½		451½
49¾	5½	......	......	......	......	......	5½		192
625	125¼	¾	......	......	......	3	129		1,548
342¾	63¾	¼	......	......	......	......	64		174
790	172¾	¼	¾	......	......	......	173		392¼
2,087½	629¼	¼	3	2½	......	25½	657½		5,838½
482	241½	......	......	......	......	2	243½		499¼
2,153½	815¾	......	......	......	......	2¼	818		1,605½
1,212	584	¼	......	......	......	½	584¾		860¼
4,329¾	1,544¼	¼	......	......	......	¾	1,545¼		1,955
1,022¾	443	......	......	......	......	......	443		679
2,568¾	1,456¾	2½	......	......	......	24½	1,483½		4,951¾
2,793¾	1,355¾	......	......	......	......	1	1,356¾		1,683
338	279¾	¼	......	......	......	1¼	281¼		524½
461½	329¼	½	......	......	......	1½	331¼		621½
68¾	45¼	¼	3	4½	......	4	54		388¾
440½	396	......	......	......	......	¾	396¾		617
4,576½	6,255½	19½	......	......	......	33	6,308		11,827¼
59¾	47½	½	1¾	6¼	......	2	56¼		253¼
1,346¾	2,965½	½	......	......	......	5½	2,971½		3,531¾
139½	302½	......	......	......	......	½	303		502¾
345¼	1,260	......	......	......	......	¾	1,260¾		1,557
869½	1,934¾	1	......	......	......	2¾	1,938½		2,602¼
46	87	......	......	......	......	¾	87¾		317
1,062½	1,725½	1¼	18¾	7¾	......	16¼	1,750¾		4,565½
667¼	347	3¼	30½	8¾	......	2¼	361¼		2,016½
7,357½	16,027½	1	34¾	4¼	......	1	16,033¾		16,413½
139½	129¼	11	......	......	246½	59	445¾		3,527½
424¼	175½	......	......	......	......	¼	175¾		232¼
610¾	201	½	......	......	......	½	202		320¾
4,744¾	7,536	6¾	53¾	31	......	44¼	7,618		8,414½
55¾	22¼	......	1	¾	......	½	23½		221¾
......	......	......	......	......	......	......	......		34¾
248	328½	......	91½	70	......	1½	400		553¼
867	1,402¼	1¼	20½	16	......	49¾	1,469¼		5,059½
2,775¾	650¼	......	......	......	......	¾	651		933½
9,490¾	8,584	1	......	......	......	8½	8,593½		10,738¼
284¾	292¾	......	......	......	......	¾	293½		424½
20,064	17,888	7	......	......	46½	13½	17,955		21,712¼
......	......	......	......	......	......	......	.....		65½
3,270¾	2,325	1	......	......	......	2½	2,328½		3,105½
1,153¾	961½	......	......	......	......	......	961½		1,100
1,473¼	606	......	......	......	......	¾	606¾		1,053½
3,554	2,702	......	......	......	......	2¾	2,704¾		3,447¼
108½	76½	6¼	......	......	......	8¼	91		1,448
759½	371½	¼	......	......	......	1¾	373½		636½

Return showing the Outwards and Inwards Traffic at each

Number of Stations.	Distance in Miles.	Names of Stations.	INWARDS TRAFFIC FORWARDED						
			COACHING.					Merchandize and Minerals for the Public.	
			Passengers.		Parcels, Luggage, etc.	Carriages, Horses, Dogs, etc.	Total.		
			Number.	Amount.				Quantity.	Amount.
				£	£	£	£	TONS.	£
1	...	Madras	104,948	13,424	1,485¾	1,248¼	16,158	55,448½	65,931½
...	...	......	½	3½	...	......	3½	......	......
2	4	Perambore ..	27,306	2,852½	218½	17	3,088	......	......
3	13	Avady	9,225	328¾	22	1	351¾	540	266½
4	18	Tinnanore ...	7,504	175	1½	......	176½	3½	1¾
5	26	Trivellore... ...	43,498	1,398	19¼	6	1,423¼	1,049½	455¼
6	30	Cudumbathoor ...	3,427	101¼	1¾	......	103	237	76½
7	36	Chinnamapet ...	6,754	211	5	......	216	34	12¼
8	43	Arconum	55,447	5,327¾	171¼	22	5,521	676	215¼
...	...	Carnatic Railway...	7,459	146½	...	......	146½	354¾	154
9	51	Tirutany ...	23,562	765¾	16	......	781¾	1,202½	371½
10	60	Naggery	6,010	263¾	7½	......	271¼	512	268¾
11	70	Puttoor	9,724	413½	11	......	424½	436	254¾
12	78	Poody	4,978	167¾	6	1	174¾	91¼	54
13	84	Tirupetty... ...	31,996	3,913¼	70¾	8¾	3,992¾	810	529¾
14	109	Codoor	5,791	297½	9½	3¾	310¾	199½	96¼
15	122	Reddypully ...	4,400	218½	21¾	2	242¼	305¾	152
16	130	Rajampet... ...	5,263	241¾	11	1½	254¼	813	518¾
17	137	Nundalore ...	9,794	364	10	2½	376½	40	12½
18	147	Wontimetta ...	5,808	191¾	6½	1½	199¾	360½	166¼
19	162	Cuddapah ...	49,379	5,164	234¼	56	5,454¼	2,727¾	2,350½
20	176	Camalapoor ...	4,899	179¼	7¾	2¼	189¼	75¼	39¼
21	186	Yerragoontla ...	11,215	535½	48½	6½	590½	707½	832¾
22	196	Moodanoor ...	3,216	168¾	16½	8	193¼	203¾	110
23	211	Kondapoorum ...	5,218	287	18¼	......	305½	252	163¾
24	228	Tadputry... ...	10,589	645	36	2	683	454	473½
25	243	Royalchervoo ...	5,377	229	11¾	1	241¾	59¾	65½
26	258	Ghooty	30,344	2,697½	157¾	74¾	2,930	2,869½	3,586¾
27	274	Goondacul ...	26,942	1,589½	56	9¾	1,655¼	137¾	108
28	292	Veerapoor ...	6,790	229¾	103¼	65¼	398¼	2,168¾	3,891¾
29	306	Bellary	25,517	2,529	478½	116¼	3,123¾	179	151¼
30	281	Nuncherla ...	2,037	118¼	10¼	......	128½	36¼	40¾
31	295	Auspree	2,549	92¾	28¾	½	122	33	6
32	308	Adony	13,422	707¾	117¾	3½	829	1,994	1,909¾
33	325	Kosgee	3,476	192½	8¼	......	200¾	56	29¼
34	334	Toongabudra ...	3,197	109½	1	......	110½	2½	½
35	340	Mutmurry ...	3,173	124½	6½	½	131½	102	77¼
36	351	Raichore	15,829	3,209¾	442¾	445¾	4,098¼	15,638¼	13,606¼
37	56	Sholinghur ...	7,206	252¾	4	¼	257	267	105¾
38	65	Arcot	34,724	1,946¾	55	4	2,005¾	2,488¼	2,283
39	73	Theroovellum ...	3,567	110¾	¾	......	111½	64	26¾
40	81	Vellore	49,515	3,519¾	145¾	45¼	3,710¾	5,482¼	3,423½
41	89	Virinjepoorum ...	3,089	55	...	......	55	......	......
42	96	Gooriattum ...	19,485	825½	21½	19¼	866¼	785	560
43	106	Mailputty ...	4,839	123¾	3½	......	127¼	848½	161¾
44	113	Amboor	10,800	399½	5¾	2	407¼	296¾	239¼
45	123	Vaniembady ...	14,929	728¼	18½	......	746¾	2,514	1,707¼
46	132	Jollarapet ...	18,355	1,237½	29	2¾	1,269¼	86	45¼
47	154	Coopum	3,946	243¼	9½	2	254¾	285¾	210

Station for half-year ending December 1871.—(Continued.)

FROM OTHER STATIONS.

Goods.							Total Inwards and Outwards.	Total corresponding half of previous year.	Cost of Station Establishment.
Live Stock.	Railway Materials. Quantity.	Railway Materials. Amount.	Sundries.	Telegraph.	Total.	Grand Total.			
£	Tons.	£	£	£	£	£	£	£	£
65¼	5	11½	209¼	275	66,492½	82,650½	141,850½	113,410	1,782½
......	......	......	...	......	......	3½	7	......	......
1¾	......	......	...	4	5¾	3,093¾	7,447½	7,476½	119¼
......	109¾	11¾	...	2	280¼	632	1,083½	1,163¼	52½
......	......	......	...	......	1¾	178¼	370¼	396¾	38¾
5¼	......	......	...	2¾	463¼	1,886½	3,434½	3,084¾	64½
......	6½	½	...	......	77	180	354	322	36¾
¾	1¼	¼	...	¼	13½	229½	621¾	374¼	33½
½	11	17½	...	10¾	244	5,765	11,603½	9,689	385½
......	......	......	...	1¾	155¾	302¼	801½	541¾	......
......	......	......	...	2	373½	1,155¼	2,760¾	2,297¼	51¾
......	......	......	...	½	269¼	540½	1,400¾	1,133½	39½
......	......	......	...	1¼	256	680½	2,635½	2,151	53½
......	......	......	...	½	54½	229¼	908¼	1,235½	38
1	3	1¾	...	6¾	539¼	4,532	9,483¼	9,183¼	106½
¼	9	7¼	...	2	105¾	416½	2,099½	2,302½	68¾
1¼	......	......	...	1¾	155	397¼	921¾	1,683¼	38½
......	......	......	...	¾	519½	773¾	1,395¼	3,385	36¾
¼	11	10¾	...	4	27½	404	792¾	1,275	38
......	3	3	...	½	169¾	369½	986½	789¼	41½
½	7¾	9½	...	26¾	2,387¼	7,841½	19,668¾	10,816¾	319
......	24½	31¼	...	1¼	71¾	261	514¼	952	60
¼	3	4¾	...	6¼	844	1,434½	4,966¼	3,208½	56
2¼	3	4½	...	¼	117	310¼	813	1,111½	57¾
¼	17½	26¾	...	½	191¼	496½	2,053½	1,263¼	53¾
¼	7½	13¼	...	3¼	490¼	1,173¼	3,775½	2,672¼	71¼
¼	3	5¾	...	¾	72¼	314	631	465¼	58
¾	50¾	94½	...	13½	3,695½	6,625½	11,191	26,732½	276¾
4½	113¼	271¼	...	1¼	385	2,040¼	4,056¾	666¼	203
¾	468½	813	...	¾	4,706¼	5,104½	21,518	......	92½
4¼	36½	37¼	...	49¼	242	3,365¾	6,893¼	......	246¾
......	3	6¾	...	......	47½	176	408¼	27¼	48½
......	18½	62¾	...	......	68¾	190¾	511½	156¼	47¼
......	44¼	132¼	...	41	2,083	2,912	11,326½	873½	100¾
......	18	66	...	......	95¼	296	517¾	411¼	59¼
......	......	......	...	......	½	111	145¾	160	......
......	20	55½	...	......	132¾	264¼	817½	......	43¾
1¾	105½	324½	246¾	46¾	14,226	18,324¼	23,383¾	......	247
......	......	......	...	1	106¾	363¾	1,297¼	869½	40½
3¼	......	......	...	9½	2,295¾	4,301½	15,039¾	10,079¾	162¾
......	......	......	...	½	27¼	138¾	563¼	291¾	46
5½	......	......	50½	20¼	3,499¾	7,210½	28,922¾	19,388	319¾
......	......	......	...	......	......	55	120½	74¾	7
1¼	......	......	...	1¾	563	1,429¼	4,534¾	3,325¼	88¾
......	9	7¼	...	¼	169¼	296½	1,396½	672¾	42
......	3	2½	...	2½	244¼	651½	1,705	1,987½	74¾
......	3	2¾	...	3½	1,713½	2,460¼	5,907½	6,530	104¼
¼	......	......	...	5½	51	1,320¼	2,768¼	2,566½	453¾
......	......	......	...	¼	210¼	465	1,101½	1,346¾	88

Return showing the Outwards and Inwards Traffic at

Number of Stations.	Distance in Miles.	Names of Stations.	OUTWARDS				
			COACHING.				
			Passengers.		Parcels and Luggage.	Carriages Horses, Dogs, etc.	Total.
			Number.	Amount.			
				£	£	£	£
48	176	Colar Road	9,133	638½	18¼	2¾	659½
49	192	Malloor	7,017	415¼	106	233¼	754½
50	205	Cudjoody	4,671	111½	1¼	......	112¾
51	217	Bangalore	33,267	6,704¾	1,134¾	780¾	8,620¼
...	...	....	½	3½	......	......	3½
52	137	Tripatore	15,680	894¼	15½	8¼	918
53	152	Samulputty	4,582	247½	5½	1	254
54	166	Morapoor	5,862	346	6½	¼	352¾
55	180	Mullapoorum	3,341	137¼	1½	½	139¼
56	192	Shevaroy Hills	2,055	132½	9½	¾	142¾
57	207	Salem	42,416	5,727	208¾	48½	5,984¼
58	220	McDonald's Choultry ...	2,095	66	½	......	66½
59	231	Sunkerydroog	8,904	354¼	4	......	358¼
60	243	Erode	30,311	3,862¼	106¾	19½	3,988½
...	...	Great Southern of India Railway	16,555	1,9[illegible]4½	266½	90	2,321
61	252	Perunduray	5,042	174¾	5	¼	180
62	267	Wutkally	3,492	134½	1	¾	136¼
63	275	Avanashy	10,339	584¼	40½	11½	636¼
64	286	Somanoor	6,863	297	2	......	299
65	302	Coimbatore	34,076	4,661	422	562¼	5,645¼
66	308	Muddekerry	4,789	168	¼	......	168¼
67	317	Walliar	2,181	44	¼	......	44¼
68	324	Conjecode	5,994	248½	2	......	250½
69	332	Palghaut	29,709	1,895	45¾	7¼	1,948
70	338	Purley	5,929	272	2¾	......	274¾
71	347	Luckady	6,079	273	1½	......	274½
72	352	Wootapollium	12,030	525¾	13½	......	539¼
73	360	Shoranoor	9,403	613½	29½	10½	653½
74	367	Puttamby	10,611	494¾	4	......	498¾
75	378	Cootipoorum	5,762	242	4	......	246
76	388	Tiroor	14,615	566¾	23	1¾	591½
77	393	Tanoor	6,564	192	2½	......	194½
78	398	Perpengady	11,713	248¼	1¼	......	249½
79	407	Beypore	40,577	2,817	172½	69½	3,059

each Station for half-year ending December 1871.—(Continued.)

TRAFFIC FORWARDED TO OTHER STATIONS.

Goods.								Grand Total.
Merchandize and Minerals for the Public.		Live Stock.	Railway Materials.		Sundries.	Telegraph.	Total.	
Quantity.	Amount.		Quantity.	Amount.				
Tons.	£	£	Tons.	£	£	£	£	£
1,741	1,365¼	3½	......	......	......	2¾	1,371½	2,031
589¾	460¼	1	......	......	......	1	462¼	1,216¾
152¼	131¼	......	......	......	......	¼	131½	244¼
9,612¾	10,886	25¾	......	......	163	42¼	11,117	19,737¼
......	......	......	......	......	......	......	......	3½
5,129¾	3,891¼	3	......	......	......	8½	3,902¾	4,820¾
565½	401½	......	......	......	......	......	401½	655½
1,283½	925	......	......	......	......	¼	925¼	1,278
372	122¾	......	3	2	......	1	125¾	265
116½	115½	......	......	......	......	½	116	258¾
5,126	4,366	10¼	......	......	......	36½	4,412¾	10,397
94¼	78½	......	......	......	......	½	79	145½
1,343	925¾	......	......	......	......	1	926¾	1,285
1,151	1,266¾	2	......	......	......	14¼	1,283	5,271½
2,979¼	2,856¾	¾	......	......	......	58	2,915½	5,236½
59½	75½	......	......	......	......	¼	75¾	255¾
65	44½	¾	3½	10	......	¼	55½	191¾
1,455¾	2,406	9¾	......	......	......	4½	2,420¼	3,056½
285½	72½	......	4½	14¾	......	......	87¼	386¼
3,535	5,047	10½	126¼	438¾	......	139	5,635¼	11,280½
67	28½	......	......	......	......	......	28½	196¾
52½	17¼	......	......	......	......	......	17¼	61½
315	135¾	......	......	......	......	1	136¾	387¼
7,587¾	3,855	26¾	......	......	......	30¼	3,912	5,860
895¼	303½	......	......	......	......	¼	303¾	578½
508¾	130½	1	......	......	......	¼	131¾	406¼
1,565	682¾	......	......	......	......	¾	683½	1,222¾
91½	74	18¼	......	......	......	7¾	100	753½
240¾	275¾	½	......	......	......	1	277¼	776
23½	25	......	......	......	......	¾	25¾	271¾
1,828	899½	¼	16¼	3¾	......	7	910½	1,502
863	1,043¾	......	......	......	......	1¾	1,045½	1,240
291	191¾	......	......	......	......	½	192¼	441¾
4,465¼	4,274½	¼	55	54¾	......	9¾	4,339¼	7,398¼

(Signed) F. CHURCH,
Chief Auditor.

Return showing the Outwards and Inwards Traffic at each

Number of Stations.	Distance in Miles.	Names of Stations.	INWARDS TRAFFIC FORWARDED — Coaching. — Passengers. — Number.	Coaching. — Passengers. — Amount.	Coaching. — Parcels, Luggage, etc.	Coaching. — Carriages, Horses, Dogs, etc.	Coaching. — Total.	Merchandize and Minerals for the Public. — Quantity.	Merchandize and Minerals for the Public. — Amount.
				£	£	£	£	Tons.	£
48	176	Colar Road ...	9,627	651¾	19	4¼	675	708	558¾
...	...	......	......	......	...	......	......	......	......
49	192	Malloor	7,272	402¾	15½	73	491¼	279½	304¼
50	205	Cudjoody	4,300	99¼	1¼	¾	101¼	194	154¼
51	217	Bangalore ..	32,988	6,457¾	663	503	7,623¾	11,058¼	14,087½
...	...	......	½	3½	...	......	2½	......	......
52	137	Tripatore	16,221	942¼	32	13	987¼	1,374¼	1,108¾
53	152	Samulputty ...	4,864	279	5¾	......	284¾	66½	66¼
54	166	Morapoor... ...	5 658	335½	12¾	1¼	349½	339¾	379¾
55	180	Mullapoorum ...	2,775	111	4	½	115½	20¾	18
56	192	Shevaroy Hills ...	2,404	112¼	12½	¾	125½	32¾	20¾
57	207	Salem	42,833	5,031½	168	55	5,254½	3,735	4,223½
58	220	Mc. D. Choultry ...	1,923	62¾	1	......	63¾	269¾	83
59	231	Sunkerydroog ...	8,892	350¼	7½	¾	358½	1,132¾	1,120¼
60	243	Erode	33,716	4,708½	125	28	4,861½	2,596¼	2,175
...	...	Great Southern of India Railway...	13,884	1,749½	236½	192¼	2,178¼	4,445½	4,889¼
61	252	Perunduray ...	4,531	159¼	4¾	1¾	165¾	151	157
62	267	Wutkally	3,194	119¾	3	¾	123½	231¼	60
63	275	Avanashy... ...	10,001	567¾	53	5¾	626½	2,242¾	2,132¼
64	286	Somanoor... ...	6,203	278½	1¾	......	280¼	466¼	310¼
65	302	Coimbatore ...	34,622	4,440	486¼	326¼	5,252½	6,725¾	6,598¼
66	308	Muddekerry ...	5,154	162½	½	......	163	62½	28¼
67	317	Walliar	1,189	25	...	......	25	......	......
68	324	Conjecode... ...	5,584	222½	2	......	224½	16½	13¼
69	332	Palghaut	31,019	1,870¼	51¼	15¾	1,937¼	4,377	2,985½
70	338	Purley	4,975	256¼	2½	......	258¾	219¾	75½
71	347	Luckady	6,429	274¾	1½	¼	276½	120¾	45½
72	352	Wootapollium ...	12,295	556	8½	2¼	566¾	307¾	109¾
73	360	Shoranoor ...	9,886	622½	142¾	47¼	812¼	239½	301¾
74	367	Puttamby... ...	10,138	451¼	10¾	¾	462¾	107¾	34½
75	378	Cootipoorum ...	6,105	249½	6¼	......	255¾	56¼	24½
76	388	Tiroor	16,687	617½	31¾	9	658¼	5,069	2,933¾
77	393	Tanoor	5,460	162¼	3¾	......	166	1,231¾	644¾
78	398	Perpengady ...	11,499	236¼	1¾	......	238	517½	184½
79	407	Beypoor	39,317	2,670¾	252½	137	3,060	23,051¼	22,321½

Station for half-year ending December 1871.—(Concluded.)

FROM OTHER STATIONS.									
Goods.							Total Inwards and Outwards.	Total corresponding half of previous year.	Cost of Station Establishment.
Live Stock.	Railway Materials.		Sundries.	Telegraph.	Total.	Grand Total.			
	Quantity.	Amount.							
£	Tons.	£	£	£	£	£	£	£	£
¼	3	2	...	2¼	563¼	1,238¼	3,269¼	3,661½	81½
......	......	......	...	......	......	......	......	13½	......
1¾	......	......	...	2¾	308¾	800	2,016¾	2,384	52½
......	......	......	...	¼	154½	255¾	500	436¾	33½
26	12	10	...	54½	14,178	21,801¾	41,539	39,432½	509½
......	......	......	...	......	......	3½	7	13½	......
¾	1¼	1¼	...	4¼	1,115	2,102¼	6,923	6,697¼	121¼
......	......	......	...	¾	67	351¾	1,007¼	964¾	53½
......	......	......	...	½	380¼	729¾	2,007¾	2,631	64
......	3	4¾	...	¼	23	138½	403½	466¼	51¼
½	......	......	...	½	21¾	147¼	406	342	41¼
6¾	......	......	...	32¾	4,263	9,517½	19,914½	18,892¾	353¼
......	......	......	...	......	83	146¾	292¼	388¼	36¼
......	......	......	...	1	1,121¼	1,479¾	2,764¾	3,408½	43
1¾	9	16	...	11½	2,204¼	7,065¾	12,337¼	12,089½	275½
3½	......	......	...	22½	4,915¼	7,093½	12,330	12,701½	......
¼	......	......	...	½	157¾	323½	579¼	645¾	33
......	......	......	...	¼	60¼	183¾	375½	292	34
......	......	......	...	4¾	2,137	2,763½	5,820	6,967¾	88½
......	......	......	...	......	310¼	590½	976¾	825	46½
21½	93¾	141$\frac{5}{4}$	114¼	63	6,938¾	12,191¼	23,471¾	23,118¾	344¾
3¾	......	......	...	......	32	195	391¾	349	36¼
......	......	......	...	......	......	25	86½	87¼	33
......	......	......	...	½	13¾	238½	625½	620	54¾
6½	......	......	...	9½	3,001½	4,938¾	10,798¾	9,503¾	174
......	......	......	...	1	76½	335¼	913¾	836¼	38¼
......	......	......	...	......	45½	322	728¼	633	35
......	......	......	...	¾	110½	677¼	1,900	1,916¾	34¼
4¼	10¾	2¾	...	3¾	312½	1,124¾	1,878¼	1,594¾	42
......	5½	1	...	½	36	498¾	1,274¾	1,177½	28¾
½	3¾	10½	...	¼	35¾	291½	563¼	529½	33½
1¾	3	9¼	...	2¾	2,947½	3,605¾	5,107¾	2,972	64¼
2¼	3	9½	...	1	657½	823½	2,063½	1,694¾	37
......	......	......	...	¼	184¾	422¾	864½	822¾	33¼
46	6¼	19¼	...	44½	22,431¼	25,491¼	32,889½	26,710¼	209

(Signed) R. B. ELWIN,
Agent and Manager.

GREAT SOUTHERN OF INDIA RAILWAY.

Return showing the Outwards and Inwards Traffic at each Station for the half-year ended 31st *December* 1871.

Number of Stations.	Distance in Miles.	Names of Stations.	OUTWARDS TRAFFIC FORWARDED TO OTHER STATIONS.												
			COACHING.					GOODS.							Grand Total.
			Passengers.		Parcels, Luggage, etc.	Horses, Carriages, and Dogs.	Total.	Merchandize and Minerals for the Public.		Live Stock.	Railway Materials.		Sundries.	Total.	
			Number.	Amount.				Quantity.	Amount.		Quantity	Amount.			
				£	£	£	£	TONS.	£	£	TONS.	£	£	£	£
1	...	Negapatam	36,675	1,901	120	37	2,058	7532·21	3,838	2	143·57	82	...	3,922	5,980
2	3	Sickle	6,342	164	2	...	166	5·59	5	...	...	...	...	5	171
3	7	Keevalore	9,565	175	1	...	176	8·73	4	...	...	...	...	4	180
4	14	Trivalore	29,690	920	12	3	935	1166·73	166	...	...	...	...	166	1,101
5	18	Kulikerry	4,041	122	3	...	125	621·75	91	...	...	...	...	91	216
6	25	Kordachary	12,751	344	2	...	346	262·76	42	...	...	...	...	42	388
7	30	Needamungalum	25,819	973	51	3	1,027	3,602·44	844	...	...	...	...	844	1,871
8	36	Ammapettah	4,841	92	2	...	94	180·81	40	...	...	...	...	40	134
9	39	Saliamungalum	5,992	182	2	...	184	432·69	109	...	...	...	...	109	293
10	49	Tanjore	48,133	2,440	137	27	2,604	17,229·49	2,554	1	...	...	...	2,555	5,159
11	59	Boodalore	4,588	140	9	...	149	61·09	24	...	...	...	...	24	173
12	74	Tercovembore	2,229	80	8	...	88	73·97	32	...	...	...	...	32	120
13	82	Trichinopoly	61,770	3,987	230	102	4,319	4824·21	2,094	5	...	...	...	2,099	6,418
14	91	Ellamanoré	10,965	230	6	1	237	26·04	16	...	...	...	...	16	253
15	103	Kulitallay	16,216	499	4	...	503	105·39	22	...	...	...	...	22	525
16	109	Lallapetta	5,608	201	1	...	202	682·44	132	...	...	...	...	132	334
17	116	Cuttalay	6,802	239	1	1	241	164·23	42	1	...	...	...	43	284
18	127	Caroor	17,889	799	29	6	834	3,422·63	1,418	12	...	...	...	1,430	2,264
19	136	Poogalore	5,013	120	1	...	121	50·74	39	...	...	...	...	39	160
20	144	Codoomoody	5,730	195	4	...	199	55·02	10	...	...	...	...	10	209
21	156	Passore	2,650	72	...	...	72	3·11	4	...	...	...	...	4	76
22	168	Erode	26,341	2,983	74	12	3,069	4,448·66	3,085	1	135·45	125	...	3,211	6,280
		Total...	349,650	16,858	699	192	17,749	45,005·83	14,611	22	279·02	207	52	14,892	32,641

Return showing the Outwards and Inwards Traffic at each Station for the half-year ended 31st December 1871.—(Concluded.)

Number of Stations.	Distance in Miles.	Names of Stations.	INWARDS TRAFFIC FORWARDED FROM OTHER STATIONS. — Coaching. — Passengers. — Number.	Coaching. — Passengers. — Amount.	Coaching. — Parcels, Luggage, etc.	Coaching. — Horses, Carriages, and Dogs.	Coaching. — Total.	Goods. — Merchandize and Minerals for the Public. — Quantity.	Goods. — Merchandize and Minerals for the Public. — Amount.	Goods. — Live Stock.	Goods. — Railway Materials. — Quantity.	Goods. — Railway Materials. — Amount.	Goods. — Sundries.	Goods. — Total.	Grand Total.	Total Inwards and Outwards.	Total corresponding half of previous year.	Cost of Station Establishment.
				£	£	£	£	Tons.	£	£	Tons.	£	£	£	£	£	£	£
1	...	Negapatam	40,282	1,938	103	15	2,056	13,713·60	4,067	13	131·45	123	...	4,203	6,259	12,239	11,122	217
2	3	Sickle	6,200	146	2	...	148	88·21	36	...	...	...	...	36	184	355	328	27
3	7	Keevalore	7,086	150	1	...	151	52·17	17	...	...	...	...	17	168	348	375	27
4	14	Trivalore	27,252	874	13	1	888	673·43	368	1	...	...	...	369	1,257	2,358	2,256	55
5	18	Kulikerry	4,272	114	3	...	117	76·45	26	...	...	...	...	26	143	359	428	30
6	25	Kordachary	11,957	316	5	...	321	4,212·50	460	...	...	...	...	460	781	1,169	1,059	39
7	30	Needamungalum	26,519	980	34	3	1,017	9,909·85	1,332	...	...	...	...	1,332	2,349	4,220	4,368	76
8	36	Ammapettah	4,670	117	1	...	118	23·91	7	...	...	...	...	7	125	259	326	31
9	39	Saliamungalum	5,423	178	2	1	181	88·11	1,095	...	...	...	...	1,095	1,276	1,569	630	36
10	49	Tanjore	49,139	2,441	122	26	2,589	4,301·25	1,211	3	...	...	...	1,214	3,803	8,962	9,370	116
11	59	Boodalore	4,423	116	3	...	119	6·35	11	...	...	...	...	11	130	303	353	28
12	74	Teroovembore	1,813	64	1	...	65	4·30	1	...	...	...	...	1	66	186	201	18
13	82	Trichinopoly	63,437	4,155	160	49	4,364	5,959·17	2,228	1	147·57	84	...	2,313	6,677	13,095	13,127	296
14	91	Ellamanore	9,830	233	5	1	239	5·55	13	...	...	...	...	13	252	505	530	34
15	103	Kullitallay	17,262	522	7	...	529	56·65	20	...	...	...	...	20	549	1,074	1,166	42
16	109	Lallapata	5,333	195	3	...	198	76·24	96	...	...	...	...	96	294	628	614	28
17	116	Cuttalay	6,829	228	5	...	233	91·46	94	...	...	...	...	94	327	611	487	28
18	127	Caroor	18,529	802	38	3	843	2,308·27	1,898	...	...	...	...	1,898	2,741	5,005	4,221	83
19	136	Poogalore	4,838	120	1	...	121	1·08	2	...	...	...	...	2	123	283	253	38
20	144	Codoomoody	5,491	189	3	1	193	44·24	266	...	...	...	...	266	459	668	468	39
21	156	Passoor	2,406	62	1	...	63	62·77	34	...	...	...	...	34	97	173	185	23
22	168	Eroda	26,659	2,918	186	92	3,196	3,250·26	1,329	4	...	...	...	1,333	4,529	10,809	12,915	198
		Total...	349,650	16,858	699	192	17,749	45,005·83	14,611	22	279·02	207	52	14,892	32,641	65,282	64,782	......

(Signed) W. S. BETTS,
Agent and Traffic Manager.

NEGAPATAM,
13*th April* 1872.

CARNATIC RAIL

Return showing the Outwards and Inwards Traffic

Number of Stations.	Distance in Miles.	Names of Stations.	OUTWARDS TRAFFIC — Coaching. — Passengers. Number.	Passengers. Amount.	Parcels, Luggage, etc.	Carriages, Horses, Dogs, etc.	Total.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
1	...	Arconum	20,481	682 11 3	7 5 11	0 3 6	690 0 8
2	9	Pulloor	1,747	35 5 7	0 8 0	......	35 13 7
3	11	Chengulroy Choultry	1,115	22 16 7	0 3 6	......	23 0 1
4	19	Conjeveram	20,185	674 17 10	11 1 4	0 3 0	686 2 2
		Total...	43,528	1,415 11 3	18 18 9	0 6 6	1,434 16 6

Return showing the Outwards and Inwards Traffic

Number of Stations.	Distance in Miles.	Names of Stations.	INWARDS TRAFFIC — Coaching. — Passengers. Number.	Passengers. Amount.	Parcels, Luggage, etc.	Carriages, Horses, Dogs, etc.	Total.	Merchandize and Minerals for the Public use. Quantity.	Merchandize and Minerals for the Public use. Amount.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.	Tons.	£. s. d.
1	...	Arconum ...	21,143	694 18 5	11 12 11	0 3 0	706 14 4	514	77 19 3
2	9	Pulloor... ...	1,740	36 11 8	0 0 4	......	36 12 0	2	0 8 4
3	11	Chengulroy Choultry.	729	15 17 4	0 0 9	......	15 18 1	......	0 1 0
4	19	Conjeveram ...	19,916	668 3 9	7 4 9	0 3 6	675 12 0	403	63 8 4
		Total...	43,528	1,415 11 2	18 8 9	0 6 6	1,434 16 5	919	141 16 11

WAY COMPANY (LIMITED).

at each Station for half-year ending 31*st December* 1871.

FORWARDED TO OTHER STATIONS.

Goods.								Grand Total.
Merchandize and Minerals for the Public use.		Live Stock.	Railway Materials.		Sundries.	Total.		
Quantity	Amount.		Quantity.	Amount.				
TONS.	£ s. d.	£ s. d.	TONS.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
391	62 14 6	......	......	0 3 1	......	62 17 7		752 18 3
10	1 5 8	......	......	......	......	1 5 8		36 19 3
14	1 0 8	......	......	......	......	1 0 8		24 0 9
504	76 16 1	0 0 6	......	......	2 8 1	79 4 8		765 6 10
919	141 16 11	0 0 6	......	0 3 1	2 8 1	144 8 7		1,579 5 1

at each Station for half-year ending 31*st December* 1871.—(Concluded.)

FORWARDED FROM OTHER STATIONS.

Goods.					Grand Total.	Total Inwards and Outwards.	Total corresponding half of previous year.	Cost of Station Establishment.
Live Stock.	Railway Materials.		Sundries.	Total.				
	Quantity.	Amount.						
£ s. d.	TONS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 0 6	......	......	2 8 1	80 7 9	787 2 1	1,540 0 4	1,478 10 7	18 8 0
......	......	......	......	0 8 4	37 0 4	73 19 7	79 13 1	1 18 0
......	......	......	......	0 1 0	15 19 1	39 19 10	48 1 2	0 12 0
......	......	0 3 1	......	63 11 6	739 3 6	1,504 10 4	1,425 0 0	22 0 0
0 0 6	......	0 3 1	2 8 1	144 8 7	1,579 5 0	3,158 10 1	3,031 4 10	42 18 0

(Signed) J. T. FISHER,
Agent and Manager.

No. 217. ORDER THEREON, 11th May 1872, No. 1,216.

RAILWAY, No. 29.

ORDERED that the abstract returns of traffic received with this letter be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 218. (DOCKET No. 1,217, dated 11th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following letters :—

No. 219. From the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 24th January 1872, No. 129 S.R.

I AM directed to acknowledge the receipt of your letter No. 2,397 of the 27th September last, recommending, in addition to the Neilgherry branch, an extension to Tuticorin, a Railway to Cuddalore, and short branches to connect stations on the South-West Line of the Madras Railway with neighbouring large towns, the following further Railway extensions in the Presidency of Madras :—

I.—The continuation by the Carnatic Company of their Railway to some point on the Great Southern of India Railway—probably Tanjore.

II.—The construction by the Great Southern of India Railway Company of a branch from Dindigul to Coimbatore.

III.—The construction by the State of a line on the narrow gauge from Bellary to the Bombay frontier.

IV.—The construction by the State of a line on the narrow gauge from Cannanore to Beypore.

V.—The construction by the State of a line on the narrow gauge between Puttamby and Cochin, through the territories of Cochin and Travancore.

2. The Government of India in Public Works Department No. 1,538-R. of the 23rd August last, authorized the prosecution of the surveys for an extension from Tanjore to the south bank of the Coleroon by the Engineer staff of the Great

Southern of India Railway Company, and in Public Works Department No. 1,539-R., of the same date, permission was given to the Carnatic Railway Company to undertake the surveys for an extension of their line to the north bank of the Coleroon to meet the Great Southern of India Railway extension, in both cases, leaving the agency by which the extensions shall be carried out an open question for the present. On the result of these investigations being made known to them the Government of India will communicate their views, and consider the agency by which the lines shall be constructed.

3. As regards the extension from Bellary to the Bombay frontier, it will be seen from the enclosure of Public Works Department No. 2,026-R. of the 12th October last, that the employment of the Carwar Railway staff on the survey of a line from Gudduk to Bellary has been approved, and that the Government of Bombay have been requested to ask the Government of Madras for a full expression of their views on the proposed line from Dharwar to Bellary.

4. There remain, therefore, only three of the proposals now submitted which call for an expression of opinion on the part of the Government of India. As regards the first of these, the branch from Dindigul to Coimbatore, I am to refer you to paragraph 9 of the despatch to the Secretary of State, No. 75-R. of the 13th July last, copy of which was forwarded to you under cover of Public Works Department No. 1,221-R. of the same date, and to state that there is nothing in the papers now put forward demanding a re-consideration of the views expressed therein.

5. The Governor-General in Council would wish to have before him plans and surveys of a line to connect Beypore with Calicut, with an accurate estimate of cost, as well as of probable earnings, before giving an opinion in regard to the desirability of extending the broad gauge line to that town. If the materials do not exist for the submission of these papers, the Madras Government can take the necessary steps to have them prepared and submitted at an early date. But no expenditure can be sanctioned for surveys beyond Calicut towards Cannanore. It would probably have to be considered before any such extension was decided upon, whether it would, upon the whole, be not better to connect Cannanore with the Mysore Railway system, and thus open out a fresh line of communication from the sea-coast into the interior. Any information there may be on the records, or be procurable from local officers, as to the feasibility of such a line, or as to the projects of traffic on it, should be collected and considered together with similar information about the sea-coast line to Cannanore, whenever any fresh proposal for bringing Cannanore into the Railway system is again brought forward.

6. His Excellency the Governor of Madras proposes a line from Puttamby to Cochin to be made on the narrow gauge, while the Honourable Mr. Sim recommends the broad gauge. As this line, if made, would conveniently form part of the system of the Madras Railway, and as far as can at present be seen, would not link into any system of narrow gauge lines, the Government of India are of opinion that it should be on the broad gauge. It would run entirely through the Native States of Cochin and Travancore, which are reported to have funds available, and it is believed that the chiefs would be ready to provide funds for the construction of a railway. The suggestions which have been made by the Government of Madras will be further considered by the Government of India in

the Foreign Department. In the meantime it has been suggested to the Government of India in this Department that as the line would traverse a rich and populous country, it would consequently be a valuable feeder to the Madras Railway, and on this account the State may perhaps contribute to the undertaking in some substantial manner, such as by a free grant of rails and chairs. The Great Southern of India Railway would be more readily worked, after narrow gauge extensions, north and south of the existing Railway system, are opened for traffic, if the line from Trichinopoly to Negapatam were converted to the narrow gauge, and the rails now in use would probably be turned to more profitable account by being shifted to the broad gauge system than by being used on the narrow gauge. It is possible therefore that if arrangements should be completed with the native Governments for the construction of the road works, and the provision of ballast and sleepers, the rails and chairs now on the line east of Trichinopoly might, after the Great Southern of India Railway Company have laid their narrow gauge road, be sent to the proposed line from Puttamby to Cochin. The wooden sleepers would not be worth removal, and would be left to be used for the narrow gauge.

7. A further communication on this subject will follow after it has been considered in the Foreign Department.

No. 220. From the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 4th April 1872, No. 446-S. R.

Referring to paragraphs 6 and 7 of Public Works Department letter No. 129 S. R., dated the 24th January last, I am directed to forward herewith a copy of a communication from the Foreign Department, No. 445-G., dated 7th March 1872, from which it will be seen that the Governor-General in Council is of opinion that contributions to a Railway from Puttamby to Cochin could only be invited from the Native States of Travancore and Cochin if the Railway were to be remunerative if viewed by itself, and should not be so invited if for other reasons than that of local advantage it was determined to construct the line on the broad gauge.

2. Before the Government of India can arrive at any conclusion as to the proposals regarding the construction of a line from Puttamby to Cochin, it is necessary that they should be in possession of comparative estimates of the cost of a complete Railway sufficiently stocked on both the 5' 6" gauge with a 60 lbs. rail, and on the metre gauge with a rail weighing 40 lbs. to the yard.

3. It is believed that surveys have been made by the Madras Railway Company's officers, and I am to suggest, for the consideration of the Government of Madras, that the additional information now required may be obtained by the Madras Railway Engineers without materially increasing its staff. The comparative estimates should be submitted to the Government of India with an index map and longitudinal sections showing the route and the profile of the country on the lines which may be approved for the Railway. Statements showing the proposed waterway and gradients should be given, but detailed designs for the works are not wanted.

From the Under Secretary to the Government of India, Foreign Department, to the Secretary to the Government of India, Public Works Department, dated 7th March 1872, No. 445-G.

WITH reference to office memorandum from the Public Works Department, No. 130-S. R., dated 24th January last, the undersigned is desired to observe, that in the opinion of His Excellency the Viceroy and Governor-General in Council, in this Department, contributions to a railway from Puttamby to Cochin could only be invited from the Native States of Travancore and Cochin if the railway was to be cheap, light, and, viewed by itself, remunerative, and should not be so invited if for other reasons than that of local advantage it was determined to construct it on the broad gauge.

No. 221. ORDER THEREON, 11th May 1872, No. 1,218.

RAILWAY, No. 30.

THE Honourable the Governor in Council resolves to refer the foregoing letters from the Government of India to the Consulting Engineer for Railways for an expression of his views on the observations and suggestions therein made in connection with proposed Railway extensions, and with a request that the plans, estimates, surveys, etc., required by that Government may be procured and submitted.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 222. Read the following Endorsement of the Marine Department :—

From the Master Attendant, Administrative Department, to the Secretary to Government, Marine Department, dated Madras, 6th May 1872, No. 2,380.

WITH reference to my report of this day's date, I have the honour to refer to the deplorable disaster which has again befallen the Madras Pier.

2. As will be found in my report during the late gale, two country vessels were driven right through the Pier at exactly the same place as that chosen by the *St. Bernard*, namely, in the line of surf, and there is no doubt that this may happen over and over again if means be not taken to protect the Pier from the only damage it is liable to experience.

3. After consultations with Mr. Sadler, the Pier Master, we have devised a plan, which, if carried out, will, I believe render the Pier safe for the time to come, and I most respectfully recommend that a Committee be appointed by Government to take up this very important question and decide what is to be done.

4. In the meantime I earnestly request that immediate orders be issued for the repairs of the Pier ; the materials are all ready. Mr. Sadler and his subordinates, who restored the greater part of the Pier carried away by the *St. Bernard*, are all ready to begin the work, and all that is required is the able co-operation of Mr. Grainger, Superintendent of Government Workshops, who took a prominent part on the last occasion, and a sufficient number of extra hands to carry on the work expeditiously.

TRANSFERRED to the Public Works Department for disposal.

(Signed) C. A. GALTON,
Acting Under-Secretary.

No. 223. ORDER THEREON, 13th May 1872, No. 1,219.

CIVIL WORKS, No. 7.

THE Honourable the Governor in Council resolves to appoint a Committee composed of Mr. Dalrymple, Master Attendant, Administrative Department, Lieutenant-Colonel Shaw-Stewart, Consulting Engineer for Railways, and to request the Agent and Manager of the Madras Railway to associate with these gentlemen Mr. Beresford Anderson, for the purpose of reporting on the best means of restoring the Madras Pier and ensuring its future safety.

2. The services of Mr. Grainger, General Superintendent of Stores, will be at the disposal of the Committee, with a view to his affording such assistance as may be required in the preparation of any estimates which the Committee may desire to submit with their report.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 224. Read the following paper :—

No. 198.

Application from the Agent and Manager of the Madras Railway, requesting the sanction of Government to the following estimate :—

	RS.
Estimate of the cost of proposed alterations to platform and permanent-way at Raichore as per plan No. 914	14,955

2. In forwarding the estimates the Agent has sent the following explanation :—

Alterations and additions to platform and permanent-way at Raichore.—" These alterations and additions were agreed upon at a meeting held at Raichore on the 23rd February 1872, which was attended by the principal officers of the Great Indian Peninsula and the Madras Railway Companies, and by the Acting Consulting Engineer and the Deputy Consulting Engineer for Railways in the Madras Presidency, and the Deputy Consulting Engineer for Railways in the Bombay Presidency.

" It was reported at the meeting by the Traffic Managers of both Companies that the platform accommodation at Raichore was insufficient, and the officers present being satisfied of this it was agreed that the Chief Engineer of the Madras Railway should prepare, for submission to Government, a plan and estimate for extending the platform over the ground at present occupied by the main line, the small centre platform which was commenced but not completed being removed, and the main line being laid in on the space occupied by it.

"The plan and estimate were also to provide for putting in another line of rails in the space between the present rails, and the carriage shed left vacant for that purpose.

"I hope that I shall receive the minutes of this meeting in a complete form very shortly, and no time will then be lost in submitting them for the approval of Government; but in the meantime I trust that the information afforded above will enable you to deal with the plan and estimate under consideration."

3. I recommend that the estimate be submitted for the sanction of the Government of India.

4. Funds are available from Item 28 (unforeseen requirements) in Schedule B. of the Budget Estimate for 1872-73.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

MADRAS,
24th April 1872.

No. 225. ORDER THEREON, 13th May 1872, No. 1,220

RAILWAY, No. 31.

ORDERED that the estimate submitted with this application be forwarded for the sanction of the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 226. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 13th May 1872, No. 1,221.

RAILWAY, No. 32.

SIR,—I am directed to forward a plan with estimate amounting to Rupees 14,955 for certain alterations to the platform and permanent-way at Raichore, which, at a meeting of Railway and Government officers held in February last, it was agreed were absolutely necessary in consequence of the present insufficient accommodation, and to request that under the explanation afforded in the accompanying application, sanction may be accorded to the outlay from the source indicated by the Consulting Engineer.

No. 227. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 16th April 1872, No. 114 :—

WITH reference to G. O., No. 823, of 23rd March 1872, but which was only received in this Office on the 11th instant, I have the honour to draw your attention to my letter No. 1,481 of 10th October 1870, and its enclosures, on which G. O., No. 2,681, of 9th November 1870, was passed.

2. Captain Begbie joined this division in March 1868, and from my first visit after his joining I had to report unfavourably regarding him. In G. O., No. 692, of 3rd March 1870, Government took notice of Captain Begbie's dilatoriness, and again in No. 1,470 of 15th June 1870, stated that in the event of further remissness on Captain Begbie's part his fitness for charge of a range would be taken into consideration.

3. In paragraph 6 of my letter No. 1,376 of 20th September 1870, I again handed up Captain Begbie, on which G. O., No. 2,390, of 4th October 1870, was passed, and on the same day Captain Begbie was promoted from Executive Engineer, 4th Grade, to Executive Engineer, 3rd Grade.

4. Captain Begbie was in November 1870 transferred to the 1st Division and was succeeded by Mr. Turner, who was in a bad state of health, and who after about two months' stay had to go to Europe on medical certificate. I then moved Mr. O'Ratigan from the Cuddapah Range to the Madanapully Range, and during the past year that officer has been trying to put matters in order.

5. I cannot help considering that the leniency shown by Government towards Captain Begbie has had the effect of making the subordinates in the Madanapully Range think they might do as they pleased; they were well aware that Captain Begbie had been reprimanded and been reported by me as inefficient and yet they saw him promoted, and they also saw that Mr. Sub-Engineer Bance was allowed to remain and draw pay, although for the last four and a half years* he has been ordered to submit his papers for pension. I trust that Government will not consider that by the above remarks I wish in any way to cavil with the orders of Government, but I would respectfully lay before Government the injury to the Public Works Department in allowing utterly useless and inefficient men to remain and stop promotion from hard-working and deserving men.

* *Vide* G. O., No. 3,123, of 9th October 1867.

6. I visited the Madanapully Range in October and November 1868, in August and September 1869, and in August and September 1870. It had been my intention to have visited it in 1871-72, but I had to alter my plans in consequence of the irregularities, etc., in the Pullumpett Range, regarding which reports have been submitted by me to Government.

No 228. ORDER THEREON, 13th May 1872, No. 1,222.

ESTABLISHMENT, No. 30.

In this letter the Superintending Engineer shows that Captain Begbie, whose unfitness for a range charge and lax supervision had several times been brought to notice by him, was directly responsible for the Madanapully works and accounts for two-thirds of the yer 1870-71, and that matters could not well have been adjusted by his successors before its close.

2. But he has neglected to supply the specific information called for in the concluding portion of paragraph 2 of G. O., No. 823, dated 23rd March 1872, in regard to the nature of the inspection of the books of the Madanapully Range which

he made on the occasions of his visits, and to explain the causes of delay in the submission of completion certificates for the finished works in the Cuddapah Range.

3. With reference to the Superintending Engineer's remarks on the evil effects produced on the subordinates of the Madanapully Range by the leniency shown by Government towards Captain Begbie and Mr. Bance, it is noted that the report on the former, called for in G. O., No. 2,681, of the 9th November 1870, has not been received, and Government resolve to call on the Superintending Engineer of the 1st Division for such a report up to the date of Captain Begbie's departure on furlough. As to Mr. Bance, Major Moberly is reminded that Government are only awaiting a reply to their Order No. 741 of 20th February, to dispense with his services if incompetent for further work.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 229. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 29th April 1872, No 604-G. R. :—

I AM directed to acknowledge the receipt of your endorsement No. 738, dated 15th March 1872, covering a copy of letter No. 117, dated 6th idem, from the Consulting Engineer to the Government of Madras, regarding the exhibition of certain items in the reviews of revenue accounts.

2. The Consulting Engineer is perfectly correct in his quotation of the original orders regarding the division of expenses in Table A under " Coaching," " Goods," and " Miscellaneous ;" but in the revised table circulated with Resolution No. 1,875-R., dated 29th September 1871, this was condensed so far as to include miscellaneous expenses in the total, but not to exhibit it separately. If the illustrative figures shown in the table are read by the side of the sketch revenue account from which they are taken this will be seen. The matter would be of no importance if it were not that the Government of India desire to see the results of working all Indian Railways compiled in one uniform shape for general use as is done throughout the Continent of Europe and to some extent in the United States, and that any deviation from the prescribed form, however trifling, will increase the clerical labour of compilation.

3. The average number of seats is noted as " per vehicle" in the revised table. It is considered that this is the most simple way of recording in the general statement of working the same fact that is given in Table M I. (*c.*) as to the use of seats.

4. With regard to the inclusion in the train mileage of the mileage of vehicles carrying revenue stores, I am directed to refer to the correspondence on the determination of train mileage ending with Public Works Department No. 1,405-R., dated 28th September 1869. It is not intended that the train mileage and ton mileage should bear the same relation to each other as is contemplated in the Consulting Engineer's letter. It was found that train mileage

was differently calculated on different lines, a variable mileage allowance being made as the equivalent for shunting and standing in steam, and in order to arrive at uniformity of practice, it was deemed best to make the train mileage as exhibited in the revenue account the mileage of trains run for traffic purposes only. The figures thus arrived at will not, it is true, furnish a corresponding test on all railways, unless the amount of shunting, revenue-store carriage, etc., on each line bears the same proportion to the train mileage ; but, considering the different methods of carrying these stores followed on different railways, it is considered that the traffic train mileage by itself is the least variable record of the mileage of trains, and I am to request that it may be invariably used for purposes of calculation.

5. The ton mileage is also an arbitrary figure and not an exact statement of fact, as it does not include any movements of engines or vehicles on the line which are not included in the record of the mileage run by them. But the inclusion of all recorded weight mileage, for whatever purpose it may take place, evidently tends to make the figure more exactly what its name implies, and I am to request that it may therefore be calculated as shown in the form circulated with Resolution No. 1,875-R., above mentioned.

No. 230. ORDER THEREON, 13th May 1872, No. 1,223.

RAILWAY, No. 33.

COMMUNICATED to the Consulting Engineer for Railways, in continuation of G. O., No. 737, dated 15th March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 231. Read the following letter from the Officiating Superintending Engineer, 4th Division, to the Officiating Secretary to Government, Public Works Department, dated Madras, 1st May 1872, No. 494 :—

I HAVE the honour to submit, for the sanction of Government, a plan and an estimate amounting to Rupees 110 for constructing a latrine for the Quarter Guard of the 28th Regiment Native Infantry at Vellore of the North Arcot District, approved and countersigned by the Officer Commanding Centre District.

1 Plan.
1 Estimate.

2. Funds can be provided from the current year's allotment for Military Minor New Works in the North Arcot District.

No. 232. ORDER THEREON, 13th May 1872, No. 1,224.

MILITARY WORKS, No. 9.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 233. Read the following Endorsement of the Revenue Department, dated Fort St. George, 5th April 1872.

No. 234. Read the following Proceedings of the Board of Revenue, dated 22nd March 1872, No. 484.

Read the following papers :—

From the Acting Collector of the Kistna District, to the Secretary to the Board of Revenue, dated Masulipatam, 26th January 1872, No. 223.

I HAVE the honour to submit the following report, with reference to Proceedings of the Board of Revenue, dated 25th October 1871, No. 4,497.

2. I enclose detailed statements with regard to the sea-borne traffic between Madras and the Kistna Ports, from which it will be observed that the average of the last five years' traffic to and from the five ports gives a result as follows :—

	Exports.	Imports.
Masulipatam	4,33,381	10,44,879
Nizampatam	4,16,775	1,64,040
Kottapallim	32,325	30,487
Yepurpalem	3,69,427	8,78,738
Motupalle	62,631	74,110
	13,14,539	21,92,254

3. The average of four other ports for a shorter period—

	Exports.	Imports.
Penumudi...	2,325	2,084
Morutota	7,728	800
Bodduvonipalem	1,528	...
Gungadipalem	3,512	3,282
	15,093	6,166

Giving a total yearly average of exports from these ports of a value of Rupees 21,98,420, and imports amounting to Rupees 13,29,630.

The land traffic to and from the villages along the coast is more difficult to estimate with accuracy.

4. With regard, however, to the coast villages in the south, I have taken a statement from ten respectable merchants of Nizampatam, which I believe will be found sufficiently accurate for the purpose in hand. From this statement, it appears that the land traffic between Cherela and Madras may be estimated at an import of 2,56,000 Rupees per annum. That between Vetapolem and Madras amounts to Rupees 48,000, or a total import land traffic of Rupees 3,04,000, whilst the exports to Madras from Vetapolem and Pandilapalli (consisting chiefly of indigo and women's cloths) amounts to 2,58,000 Rupees. The coast local traffic is considerable, but I have found it impossible to estimate it with even approximate accuracy.

5. There is a large export land traffic between Cherela and the coast towns of Masulipatam and Vizagapatam, which may perhaps be estimated at 1,50,000 Rupees. The total land import traffic of these villages amounts to about

Rupees 5,39,000, and the export land traffic to Rupees 8,21,000, the whole of which traffic is carried on by means of coolies and bullocks and a limited number of bandics, and in the face of enormous difficulties of transit, for it is not too much to say that a great deal of this country is impassable for wheeled traffic, except in very fine weather, and nearly impassable for man or beast, laden or unladen, in wet.

6. To ascertain accurately the exact amount of traffic between the particular towns along the coast, would require a regular staff of servants, and as the Superintending Engineer can give me no aid in forming an estimate of the traffic in that part, I cannot suggest any other method than that I have employed to ascertain the question.

7. I am of opinion that owing to the great lack of roads and bridges and the almost insuperable difficulties attending wheeled traffic in this district, more especially along the coast, that it may safely be surmised that a very large traffic would be generated by a coast canal, and that a large amount of traffic would be diverted to it.

8. The inland traffic from Ongole now goes almost entirely viâ Guntoor and Bezwada to Rajahmundry and the north, and even to Masulipatam ; not attracted to this circuitous route by the goodness of the road, but by the facility of transit by canal from Bezwada and by the impracticability of the more direct route. All this traffic breaks bulk at Bezwada.

9. The cotton from our upland taluqs is transported to Madras by a still more round-about way. Coming first to Guntoor, it is there packed ; it is then sent across country (for but little passable road exists) to Bezwada by carts, and thence by canal to Cocanada, whence it is shipped to Madras. A good metalled road exists from Guntoor to Ponnur, and will soon be completed as far as Bapatla. There is no doubt that the existence of a canal would at once direct the whole of this traffic to this more direct route.

10. The canal should not stop at Nizampatam. The fresh-water canals are only available for certain periods of the year, according to the amount of rain, etc., and are invariably closed for traffic for three months. A coast canal should not have this disadvantage, and were the canal extended along the coast to Cocanada, a beneficial and economical uninterrupted communication would be established, for the great difficulties attending embarkation at Masulipatam divert, as I have mentioned, all our cotton trade to Cocanada for shipment.

Statement of tolls collected at Guntur.

Years.	Amount. RS.	A.	P.
1868-69	5,400	0	0
1869-70	6,000	0	0
1870-71	7,009	2	6

11. The marginal statement of tolls collected at Guntoor will perhaps aid in giving an idea of the amount of traffic which may be expected to be attracted by the proposed canal.

Statement showing the Imports and Exports in the Ports of the Kistna District to and from Madras from Fasli 1276 *to* 1280.

Faslies.	Masulipatam.		Nizampatam.		Kottapalem.		Penumudy.		Morutota.		Bodduvonipalem.		Gungadipalem.		Yepurpalem.		Motupalle.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Fasli 1276 ...	5,19,991	9,93,038	8,65,042	3,52,115	48,729	61,737	...	...	...	...	...	...	...	...	3,70,835	9,17,992	77,933	44,831
" 1277 ...	3,46,055	9,89,892	3,13,582	67,348	54,093	50,031	...	...	...	...	...	...	...	...	3,33,726	9,34,742	52,514	70,893
" 1278 ...	5,94,973	8,10,695	5,04,864	2,27,407	27,428	12,148	2,325	1,590	4,926	...	1,440	...	1,622	...	5,33,753	9,73,701	66,922	68,938
" 1279 ...	2,79,220	11,28,866	2,63,714	1,08,163	12,145	10,533	...	2,579	1,292	...	1,616	...	5,328	3,282	3,49,727	8,19,926	58,107	1,09,433
" 1280 ...	4,26,668	13,01,905	1,36,676	65,170	19,220	17,988	...	...	16,966	800	...	...	3,588	...	2,59,096	7,47,329	57,683	76,457
Total ...	21,66,907	52,24,396	20,83,878	8,20,203	1,61,615	1,52,437	2,325	4,169	23,184	800	3,056	...	10,538	3,282	18,47,137	43,93,690	3,13,159	3,70,552
Average ...	4,33,381	10,44,879	4,16,775	1,64,040	32,323	30,487	2,325	2,084	7,728	800	1,528	...	3,512	3,282	3,69,427	8,78,738	62,631	74,110

(Signed) J. C. HANNYNGTON,
Acting Collector.

MASULIPATAM,
25*th January* 1872.

Memorandum of Imports and Exports of mercantile goods in the Cherala, Perala, Vetapolem, Pandillapalle, Ipurupolem, and other villages.

Imports.	—	Total.	Exports.	—	Total.
Cherala Village.	RS.	RS.		RS.	RS.
Cotton thread boxes, unbleached long cloths, Europe chintz, and other goods brought on carts from Madras	2,56,000				
Betel-nuts, jaggery, tamarind fruit, tobacco, gum Arabic, and other goods brought by carts, bullock loads, and cavadies from Guntoor ...	12,000		Handkerchieves, blue dyed women's cloths, and other piece goods sent to Hyderabad on bandies.	1,00,000	
Paddy brought on carts from the neighbouring villages	40,000		Do. do. sent by cavadies, bullock and head loads to Vizagapatam, Rajahmundry, Masulipatam, Jaggiapeta, and other places by retail dealers ...	2,50,000	
Chayroot brought on bandies from Bapatla ...	500				
		3,08,500			3,50,000
Perala Village.					
Cotton thread boxes, chintz pieces, and other piece goods brought by cavadies and head loads from Cherala to this village	50,000		Handkerchieves and women's cloths sent on bandies to Hyderabad, Jaggiapeta, and other places ...	50,000	
Pulse grain, paddy, lamp-oil seeds, etc., brought on bandies from villages...	20,000		Do. do. sent on bandies to Cavidal	2,000	
Tamarind fruit, cocoanut kernel, jaggery, turmeric, etc., brought by bullock loads and cavadies from Ongole	2,000		Goods sent by cavadies, bullock and head loads to Bezwada, Palnad, Dupatisima, Masulipatam, Bhadradu, and other places	48,000	
Tobacco, gum Arabic, cocoanut kernel, jaggery, and tamarind fruit brought on bandies and bullock loads from Guntoor	2,500		Lamp-oil sent in dubbers by cavadies to Bapatla, Cherala, and Vadaraon	15,000	
		74,500			1,15,000
Ipurpalem Village.					
Handkerchieves, cotton thread boxes, and other goods brought by cavadies and head loads from Cherala.	20,000		Handkerchieves, women's cloths, and other goods sent by bullock loads, cavadies and head loads to Cherala, Perala, Vetapolem, and certain other villages	40,000	
The grain from other villages brought on bandies and by bullock loads into this village	24,000				
		44,000			40,000

Imports			Exports		
Vetapolem, including Nayanipalle, Ravurpeta, and Anumilli.					
Cotton goods brought on bandies from Madras ...	48,000				
Do. do. brought by cavadies and head-loads from Cherala	12,000		Handkerchieves and women's cloths sent on bandies to Madras	50,000	
Tamarind fruit, betel-nuts, jaggery, and tobacco brought on bandies and bullocks from Guntoor...	12,000		Do. do. sent on bandies and cavadies to Cuddapah, Kurnool, and other places	50,000	
Grain brought on bandies from neighbouring villages	40,000		Indigo sent on bandies to Madras...	8,000	
		1,12,000			1,08,000
Pandillapalle.			Indigo sent on bandies to Madras, Prodduturu, and other places	2,00,000	
(None.)			Chayroot sent on bandies to Konetammapeta, Obalampeta, and thereabouts	8,000	
					2,08,000
			From Bapatla to Madras and Obalampeta ...	......	
			Spontaneous and sown chayroot sent on bandies to Madras and Obalampeta...	13,000	
			Indigo sent on bandies to Madras	10,000	
					23,000
Total Imports...	......	5,39,000	Total Exports...	......	8,44,000

MASULIPATAM,
25th January 1872.

(Signed) J. C. HANNYNGTON,
Acting Collector.

From the Collector of Nellore, to the Secretary to the Board of Revenue, dated 2nd March 1872, No. 434.

ADVERTING to the Proceedings of the Board, dated 25th October last, No. 4,497, I have the honour to submit letters from Mr. Hughesdon, the Acting Sub-Collector, and Mr. Plunkett, my Deputy, in charge of the Salt Department, whom I consulted on the subject. Mr. Plunkett's letter contains full and accurate information in respect to the sea-borne traffic. The gauging of the land traffic, the Board will observe, is encompassed by considerable uncertainty and difficulty, and I have really nothing to add to Mr. Plunkett's proposal, except to support his suggestion that if there is no absolute hurry, enumeration of the traffic for three years would be better than for a shorter period.

ENCLOSURE No. 1.

From the Officiating Sub-Collector, to the Collector of Nellore, dated Ongole, 8th January 1872, No. 9.

WITH reference to Proceedings of the Board, No. 4,497, dated 25th October last, and your Memorandum thereon, No. 2,279, dated 14th November, I have to regret my inability to suggest any specific method of calculating the existing amount of traffic along the coast line, and the proportion of it which would probably be diverted to an inland water-way. The amount of sea-borne traffic can no doubt be easily arrived at approximately from the Sea Customs Returns, but I cannot think of any means by which the inland traffic can be calculated better than by posting Enumerators in convenient localities for a period of at least twelve months, and even this method I should not regard as entirely satisfactory. To estimate how much of the traffic thus found to exist would be transferred to a canal, I believe to be simply impossible, for we should have to deal with most doubtful quantities under a variety of unknown conditions. I submit that the question is one that can be argued only in a general way, from such general facts, as the number of the population, the fertility of the country, the demands for its staple products, the state and sufficiency of existing means of communication, etc. These general data arrived at, it should then be enquired what has taken place under conditions as nearly as possible similar. For instance, are the features of the country for 100 or 150 miles north of Nellore at all similar to those of the country between Nellore and Madras? Does the canal south of Nellore carry any large portion of the through traffic to and from Madras or of the local traffic? If not, are circumstances in the north so dissimilar that a diversion of traffic to a waterway might nevertheless be looked for? I have no accurate knowledge of the statistics of the Nellore and Madras traffic, but my impression is that the canal carries little but wood and salt. There would be, I think, no extensive wood trade in the north, while the salt trade is almost exclusively from the coast, *inwards*, and would not be affected by a canal. Is rice largely carried down by the existing canal to Madras? If not, are the conditions in the Kistna District such that rice will there bear the cost of being carried to the canal and then the cost of the long canal journey to the Presidency? Or again, what reason have we to suppose that the Guntoor cotton will be sent by canal to Madras instead of being shipped to Europe from the comparatively contiguous port of Cocanada?

2. I believe that it is an axiom in railway, and perhaps also in canal economy that "it is not the through but the local traffic that pays," but it is to be borne in mind that the local traffic referred to in the Board's Proceedings, though it may be large in the aggregate, is made up of innumerable petty quantities. In a case in which it would pay a single dealer to despatch a consignment of goods by canal-boat, the same quantity, when divided among twenty or fifty retail traders and sent for varying distances, would probably be carried most economically, most speedily, and in all respects most conveniently by bandies, bullocks, or coolies. In the Board's Proceedings it is stated that "the bandy traffic is insignificant, but a good deal is carried on bullocks and by

coolies." Does this indicate that the transactions are severally on so minute a scale that even a bandy-load can seldom be got together on the same occasion? Would petty traffic of this kind bear the cost of conveyance from the producer to the canal; along the canal; and again from the canal to the distributer and consumer? Would not the original single journey be cheaper than these three or four? And even where the goods were in larger quantities, could they stand the cost of this frequent "breaking bulk," it being borne in mind that local traffic is that which is particularly spoken of in the Board's Proceedings, and that the distances between the places* mentioned are comparatively insignificant.

* Nizampatam, Bapatla, etc.

3. In stating the above considerations, I do not pretend to express any opinion as to whether or not a canal "would pay." I am only attempting to explain my view that the question is of far wider scope than the mere collection of figures.

4. Statistics would no doubt be of some, though as I have endeavoured to point out, of comparatively little use, except as a preliminary measure, and in connection with a multitude of heterogenous circumstances and conditions. The officer who, I think, might be best entrusted with the preparation of the figures is Mr. Plunkett, the Deputy-Collector in charge of Salt and Sea Customs. The particulars of sea-borne traffic he would learn from the records of his own department; his constant journeys up and down the trunk road and his long experience in the district would no doubt enable him to give a general view of inland traffic also, and even in cases in which he might be unable to furnish anything like approximate estimates, he would probably be very competent to suggest how they could be arrived at. For instance, if actual enumeration be resorted to, Mr. Plunkett would be able to select the most convenient stations.

5. I return the enclosures sent with Board's Proceedings.

ENCLOSURE No. 2.

From the Deputy-Collector in charge of the Salt Department, to the Collector of Nellore, dated Krishnapatnam, 28th February 1872, No. 19.

I HAVE the honour to acknowledge the receipt of your docket, No. 134, dated 22nd January 1872, forwarding, for report by me, the papers noted in the margin on the subject of the best means of obtaining reliable estimates of the traffic, sea-borne or carried on the common roads, which might be transferred to an inland waterway in the event of the proposal discussed in the papers recorded in Government Order, Public Works Department, 20th September 1871, No. 2,396, and Government Order, Revenue Department, 6th October 1871, No. 1,753, to connect the Nizampatam and Kristnapatam backwaters with each other and with Madras by canal, being given effect to.

1. Board's Proceedings, No. 4,497, dated 25th October 1871.
2. Government Order, Revenue Department, No. 1,753, dated 6th October 1871. Two copies.
3. Government Order, Public Works Department, No. 2,396, dated 20th September 1871.
4. Officiating Sub-Collector's letter to Collector, No. 9, dated 8th January 1872.

(All herewith returned.)

2. I received the above papers on the 1st of this month, and although you call for an early reply, I regret that travelling and attention to the more regular duties of the Salt Department should have delayed my answer these four weeks.

3. Prior to the despatch of the above-noted papers, however, you had already sent to me a single copy of the Government Order, 6th October 1871, No. 1,753, Revenue Department, with your instructions of the 31st October, No. 2,155, endorsed thereon, for me to get together all the information in my power on the subject of that Government Order, and in reference to those instructions, I had tabulated from the Sea Customs Returns in my office, the sea-borne trade for the last three* years of the ports of our district with Nizampatam and the ports to the south of it in the Kistna on the one side, with Madras on the other, and the intermediate trade between the ports of our district themselves.

* Faslies 1278, 1279, and 1280.—A. D. 1868-69, 1869-70, and 1870-71.

4. The average of this trade on the results of the last three years aggregates in value Rupees 11,15,548, the imports being 6,00,902 Rupees and exports 5,14,646 Rupees, and the particulars are exhibited in one view in the subjoined statement :—

1	2	3		4		5		6			7		8				9				10	11	12				13
Particulars.	Silver Bullion and Specie.	Jewellery. Gold.	Jewellery. Silver.	Grains.		Oil-seeds and Pulses.		Fruits and Condiments.			Oils and Ghee.		Metals.				Gunnies and Fibers.				Cloths and Piece Goods.	Timber and Fire-wood.	Sundries.				Total value.
	RS.	RS.	RS.	English quarters.	lbs.	English quarters.	lbs.	Cwt.	Qrs.	lbs.	English gallons.	Oz.	No.	Cwt.	Qrs.	lbs.	No.	Cwt.	Qrs.	lbs.	No.	No.	No.	Cwt.	Qrs.	lbs.	RS.
Imports.	77,150	19,800	6	1,728	480	229	205	940	2	25	249	63	1,929	2,993	1	12	67,453	301	1	7	2,253	6,84,039	9,162	552	0	15	6,00,902
Exports.	......	4,733	25	28,629	249	14,117	446	2,573	1	5	4,348	121	34	34	0	21	20,024	434	2	6	409	1,35,570	2,808	1,256	2	5	5,14,646
Total...	77,150	24,533	31	30,358	229	14,347	151	3,514	0	2	4,598	59	1,963	3,027	2	5	87,477	735	3	13	2,662	8,19,609	11,970	1,808	2	20	11,15,548

5. This trade, though by no means small in value, is mostly local, and a coasting one, and carried on by means of Native dhonies and country crafts, and although it is comparatively unimportant in a revenue point of view, and affords no income to our Sea Customs Revenue, being altogether free of duty, it is from its very nature, I think, of such a kind as will most probably be diverted to an inland water-way. The local Sea Customs Officers and native merchants are also mostly of this opinion, and the latter, as a class, appear to view the proposed measure with favour. Their reasons for doing so are obvious. In the first place the dhonies and crafts used for this trade are altogether manned by illiterate syrangs and lascars, who have no skill in seamanship, and are mostly totally ignorant of even the elements of navigation; their vessels are thus entirely at the mercy of the winds and tides, and the risks are proportionally great, and delays excessive. Again, for like reasons in the monsoon months, and in the stormy months of April and May, these crafts are secured in some creek or inlet for protection from the winds and seas, so that for five months at least in every twelve they are practically of no use, the highway of the sea is closed to the merchants, and trade is brought to a dead lock. With an inland water-way these difficulties and drawbacks will cease to exist, the risks and delays will be less, communication through the whole year with the chief towns and villages on the coast will be practicable, and that with these and other advantages, and probably also a reduction of the charges of transport from port to port, the proposal for the new water-way is viewed with favour is not, I think, a matter for surprise.

6. Under the foregoing circumstances, I think, therefore, I may safely state that so far as this district is concerned, the entire sea-borne* trade of our ports as particularized above, in paragraphs 3 and 4, will be diverted to the inland water-way were the proposal to connect the Nizampatam and Kistnapatnam backwaters with each other and with Madras by canal given effect to.

* NOTE.—It is perhaps as well that I should here explain in order to prevent misapprehension that this is not the *entire* sea trade of our ports, but only *so much of it* as passes between the port of Nizampatam on the north as a limit, and Madras on the south. We have some trade with Vizagapatam, Gopaulpore, etc., north of Nizampatam, and so likewise with places to the south of Madras. This latter trade is, however, necessarily not included in the trade spoken of in this report.
C. E. P.

7. It now remains for me to reply to the second part of the inquiry as to how much of the traffic on the common roads will similarly be diverted to the proposed inland water-way, and I wish I could do so with as great facility or precision as in the case of the sea-borne trade. In truth, I must express my inability to give any satisfactory answer at all. There are so many surrounding circumstances contingent on the consideration of this question, that I think it is almost impossible to dispose of it under the existing state of things. There are no returns available by which we might gauge the traffic along our main roads, and even were such available, I think with Mr. Hughesdon, for the reasons given by him at length in the first paragraph of his letter to you, of the 8th January, that it would be simply impossible, under a variety of unknown conditions and with doubtful quantities, to estimate how much of this traffic would be diverted from the existing roads to the proposed new canal.

8. As to the best means of obtaining a reliable estimate of the traffic on our main roads, I think also, with Mr. Hughesdon, that it can be most easily and correctly done by posting Enumerators on the chief roads at convenient localities. I would continue the computation for at least two years, and do not think, as Mr. Hughesdon writes, twelve months will be a sufficiently long period, as the year might be a good or a bad one, and the traffic will thus be greater or less, and furnish no reliable data or satisfactory criterion for an average. Two years is even too little, and if there is no hurry, I would suggest the continuance of the traffic taking for three years.

9. I beg to specify a few localities that occur to me as convenient, and by stationing Enumerators at which, I think, we will be able to gauge the whole traffic of the district :—

1*st*.—At Ongole, on the Cumbum and Podile road and the Great Northern road, an Enumerator stationed at about where the travellers' bungalow is situated will be able to take all the traffic entering Ongole from the west and north, and also all leaving the town for those directions.

2*nd*.—At Kotapatnam, on the west side of the village where bandies enter it.

3rd.—On the Trunk Road at Kavali, near the Department of Public Works Store-shed.

4th.—On the north bank of the Pennair river. This would take all the traffic entering Nellore from the north and west. I would station the Enumerator on the north bank, because many bandies, to avoid the toll, strike across the bed of the river for Nabobpett without going over the anicut.

5th.—At the Municipal Toll-houses on the south of Nellore.

6th.—At the Toll-house near the Department Public Works Store-yard on the Kistnapatam road. This would take the traffic into and out of Nellore on this line.

7th.—At the Toll-house on the Gangapatam road. This will take the traffic into and out of Nellore on that road from and to the port of Mayipaud.

8th.—Near the Collector's Bungalow at Kistnapatnam. This will take the traffic from the Delta villages east of Nellore, to this port.

9th.—On the Trunk Road at Guduru, near the Department Public Works Store-shed. This will take all the traffic that finds its way from the west of the district by the Somasilla and Podulakuru and Rapuru and Saidapuru roads on to the canal at Dugarazupatnam.

10th.—Near the Travellers' Bungalow at Dugarazupatnam. This will take the traffic from the country east of Guduru near Kota, and along the Guduru and Dugarazupatnam road to the canal.

11th.—At Naidupett. We will here find the traffic from Kalastri and Tripetty.

12th.—On the Trunk Road near the Tada Salt Cutcherry at Bodilingampaud. We will here find rather an extensive traffic from the southern ports of the Vencatagiri Zemindari by what is known as Tada Port on the Pulicat lake on to Madras.

THESE letters will be submitted to Government, with reference to Government Order, 6th October 1871, No. 1,753.

2. The question is what amount of traffic would be carried from a canal made between Kistnapatam in Nellore and Nizampatam in the Kistna District.

3. The average imports and exports by sea from Kistna to Madras are valued at Rupees 35,28,050. The land traffic between the villages near Nizampatam and Madras and the local traffic are also considerable. Guntoor cotton now goes viâ Bezwada to Cocanada, but if the proposed canal be made it will be attracted to Nizampatam, there being a good road between Guntoor and Bapatla. If the canal is extended northwards it will carry a great deal of traffic which now goes by land towards Vizagapatam, the fresh water canals being often closed. The difficulties of transit by land are so great that the canal would be a great boon to travellers and traders.

4. The sea-borne trade between Nellore ports and Madras is estimated at Rupees 11,15,548. During five months of the year the small coasting vessels which carry this traffic cannot venture to put to sea. The local officers are unable to frame an estimate of the road traffic.

5. In both districts it will be necessary to carry on special inquiries for a few years if the land traffic is to be ascertained.

6. The calculation of this description of traffic is difficult, and it is impossible to guess how much of that now existing would be diverted to a canal. The canal would create a traffic of its own by slow advances, and its success, however certain, is a question of time.

7. The Board are satisfied from their knowledge of the country and the information before them that the proposed canal would be of immense advantage to the country, and it would eventually succeed even in a financial point of view. They think it unnecessary to investigate the amount of the land traffic in the systematic way proposed by the Collector of Nellore.

Proceedings of the Board of Revenue, dated 26th March 1872, No. 498.

From the Acting Collector of South Canara, to the Secretary to the Board of Revenue, dated Mangalore, 9th March 1872, No. 306.

With reference to the Board's Proceedings, dated the 25th October last, No. 4,497, I have the honour to state that there will be no difficulty in ascertaining from our Customs returns the amount of traffic at present sea-borne between this district and the southern ports, and between the different ports of this district. Owing to our numerous harbours sufficiently accessible to native craft I do not think that during the fair weather much traffic, which has hitherto been sea-borne, would be transferred to the canal, but at the same time there is no doubt that as soon as a canal is opened, and an easy and safe monsoon route thereby opened to the south, the merchants will send produce by that route at the end of the trading season and during the rains. Some of the sea-borne traffic between adjacent ports will also be sent by the canal during the fair season. In framing an estimate, therefore, of the sea-borne traffic likely to be transferred to the canal, regard would have to be given to the greater facilities afforded during the trading season by the sea, and we should calculate on but a small portion, say one-twelfth, being transferred to the canal at all events at first. The village traffic would, however, be considerable, especially between Mangalore and Cundapur, and between Kasergod and Hosdrug, at the head of the present water communication. An approximate estimate of the amount of such traffic would have to be prepared with reference to the probable amount of surplus produce in the coast villages, and to the places to which the produce is usually sent. A tolerably accurate estimate of such traffic can, I think, be prepared by local inquiry in the villages, and by stationing persons at the different ferries to note the traffic crossing the rivers. The actual traffic would, however, I think, prove to be far greater than the estimate, for there is no doubt that as soon as the canal is opened it will make traffic for itself, and will be of incalculable benefit to the inhabitants of the coast villages, who have at present no means of communication except the coast road which is impassable for bandies and scarcely ever used by bullocks.

SUBMITTED to Government with reference to Government Order, dated 6th October 1871, No. 1,753.

2. The Board have expressed their opinion with regard to the proposed West Coast Canal in their Proceedings of the 8th February 1872, No. 282.

ORDERED to be transferred to the Public Works Department, with reference to Proceedings in that Department, dated 20th September 1871, No. 2,396.

(Signed) H. E. STOKES,
Under Secretary to Government.

No. 235. ORDER THEREON, 14th May 1872, No. 1,225.

CIVIL WORKS, No 8.

IN paragraph 22 of his Minute on Railways, His Excellency the President in Council gave his opinion that it was desirable that orders should be given in the Public Works Department for surveys of the backwaters on the Eastern and Western Coasts; and that a Revenue Officer should be employed to estimate the traffic now sea-borne or carried on the common roads, which would probably avail itself of coast canals.

2. The attention of two Superintending Engineers and of the Revenue Board was called to this, the latter being instructed to submit proposals as to the best means of obtaining a reliable estimate of such traffic.

3. The Revenue Board now submit returns of sea-borne traffic between the Kistna and Nellore Districts and Madras; state that it will take three years to ascertain approximately what the land traffic may be; and that after all it will be impossible to calculate what proportion of either is likely to be diverted to the canals. Nevertheless, from general information and knowledge of the country, the Board are satisfied that the proposed canals would be immensely useful at once, and eventually remunerative.

4. There appear therefore to be grounds for undertaking detailed surveys and estimates of the canals when officers may be available for the duty, while employed on which they might simultaneously collect much valuable detailed information as to probable canal traffic, and for an application to the Supreme Government to sanction the employment of a special establishment. But meanwhile the Superintending Engineer of the 2nd Division is instructed to send in all the papers alluded to in his letter printed, with G. O., No. 908, of 5th April 1872, with full particulars as to the call on which they were prepared.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 236. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 18th April 1872, No. 143 :—

I HAVE the honour to forward, for the orders of Government, the enclosed list* of tools stated not to be forthcoming in the Pullumpett Taluq at the time Mr. Overseer Wade handed over temporary charge of the taluq, when proceeding on privilege leave, to the Local Fund Overseer.

* To be returned.

2. Mr. Wade did not return to duty on the expiry of his leave, but obtained an extension, and had the whole period converted into sick leave. In the meantime Mr. Wade was dismissed for irregularities in the Pullumpett Taluq, reports of which are now before Government.

3. From the copy of the Local Fund Overseer's letter (attached) to the Officer in charge of Pullumpett Range, I gather that Mr. Wade's sudden departure was due to ill-health, and that he took charge of certain of the tools by actual counting and accepted of receipts for the remainder, as they were at the time with contractors who were then working or had completed their work but had not returned the tools probably expecting to have other work. In this they were no doubt disappointed, as for a time I had stopped all work in the Pullumpett Taluq until I had completed my investigation.

4. I have from time to time issued very stringent orders to the members of the department about discountenancing the lending of Government tools to contractors and other piece workmen, and when they were obliged to do so to obtain adequate security in cash, if possible, so as to reduce the risk of loss to Government to a minimum. This precaution was evidently not followed by Mr. Wade, nor does it appear Mr. Cowley (Supervisor now under suspension) looked to see if his Overseers carried out the orders issued for their guidance.

5. The production of receipts from the various parties in possession of the tools leaves no doubt of their actual issue, and the probability of Mr. Wade, had he returned to duty when his privilege leave was out, being able to recover a good portion of what he lent ; but Mr. Wade is not now in the department, and we have no money of his, the last (Rupees 103-8-9) having been paid away by advice* transfer through the Controller of Public Works Accounts, Hyderabad, by the Controller of Public Works Accounts, Madras, *without*, as far as I can gather from the records before me, reference to either the Pullumpett Range Officer or my myself. I trust Government will deprecate such a procedure being in future followed.

* No. 842, dated 28th February 1872.

6. Under all the above circumstances it but remains for me to recommend that the missing tools valued at Rupees 204-11-0 (less Rupees 20-11-0 at 10 per cent. for fair wear and tear) may be written off.

7. Mr. Hunter will be directed to keep the receipts, so that at any future time should the men who granted them again take up works, to avail himself of the opportunity to recover the money value for the tools they may have had lent to them.

From the Local Fund Overseer in temporary charge of Pullumpett Taluq, to the Officer in charge of Pullumpett Range, dated Rajempett, 13th September 1871.

Begs to report that when he was taking over charge from Mr. Overseer Wade the tools in the taluq are merely counted from receipts of the contractors produced by Mr. Wade, and he was directed by the Range Officer to take charge in sudden, and Mr. Wade being ill; on inquiry after about the contractors, etc., for collecting tools found by name of Moothoosawmy Iyar absent from the taluq, upon which he have asked the Overseer Mr. Wade on the 25th August 1871, while he returned to Rajempett by communicating this office docket No. 59, dated 25th August 1871, upon which he has not received any reply for the above; therefore, respectfully begs to inform you that the Overseer Mr. Wade should be made responsible until he gives him satisfactory explanations to his above docket.

2. Further begs that the Local Fund Overseer is unaware of the transactions in taking over charge of a taluq, as this being the first occasion, and, therefore, respectfully begs that the Range Officer will be kind enough to make arrangements in question and issue orders both to Mr. Overseer Wade and the Local Fund Overseer; moreover, considering that the Overseer Mr. Wade will be back from his privilege leave; therefore, Local Fund Overseer has not taken particular care in demanding to produce the tools instead of receipts, and now the Overseer Runga Row, who was transferred to this taluq, declines to take over charge of the tools until either the parties possess tools or tools produced for his inspection.

3. A true copy of the docket sent to Mr. Overseer Wade is herein enclosed for your kind perusal.

No attention was paid to this letter by Mr. Cowley, and Mr. Wade was not called upon for any explanation.

Cuddapah,
23*rd March* 1872.

(Signed) A. W. HUNTER, C.E.,
Asst. Engr., Pullumpett Range.

List of Tools not forthcoming in the Taluq of Pullumpett while under charge of Mr. J. Wade.

No.	Name.	Rate. RS.	A.	P.	Amount. RS.	A.	P.
55	Axes, pick, Europe ...	0	12	0	41	4	0
11	Do., felling ...	1	15	0	21	5	0
3	Chisels ...	0	5	0	0	15	0
7	Do., stone-cutters' ...	0	8	0	3	8	0
2	Files, medium ...	0	12	0	1	8	0
1	File, small ...	0	8	0	0	8	0
5	Gimlets ...	0	8	0	2	8	0
75	Mamooties, Europe ...	1	2	0	84	6	0
1	Crowbar ...	1	0	0	1	0	0
43	Hand hammers ...	0	15	0	40	5	0
2	Hammers, stone-cutters' ...	0	7	0	0	14	0
5	Bill hooks ...	1	4	0	6	4	0
1	Wedge ...	0	6	0	0	6	0
	Total...	......			204	11	0
	Deduct at 10 per cent. for fair wear and tear ...	......			20	11	0
	Total...	......			184	0	0

Cuddapah,
March 1872.

(Signed) A. W. HUNTER, C.E.,
Asst. Engr., Pullumpett Range.

No. 237. ORDER THEREON, 14th May 1872, No. 1,226.

ACCOUNT, No. 21.

UNDER the circumstances explained there appears to be no alternative but to authorize the tools enumerated in the statement accompanying the Superintending Engineer's letter above recorded to be written off the books, and the Government accordingly sanction the proposal.

2. Referring to the concluding portion of paragraph 5 the Government observe that the Controller would not be warranted in withholding pay due to a member of the department except under special authority; and as it does not appear that any intimation was given to the Controller of the circumstances of the missing tools either by the officer who relieved Mr. Cowley or by the Superintending Engineer, the only course open on a claim being preferred by Mr. Wade for his salary was that pursued. As it is, several months have been allowed to elapse before making a reference on the subject to higher authority.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 238. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 204 :—

WITH reference to paragraph 11 of the letter from the Government of India, to which my attention is called by this Government in their Order of the 21st ultimo, No. 803, I have the honour to enclose copy of a letter* from the Chief Engineer of the Great Southern of India Railway Company, which I have received through the Agent, in which Mr. Logan explains that "as the arrangements for working the traffic at Trichinopoly depend on whether the present open line is to be converted in part or altogether to the narrow gauge," and as that question was unsettled when the extension plans were completed, he left the junction arrangements an open question.

* No. 297 of 9th April 1872, with Plan.

2. Mr. Logan shows that the question presents three aspects :—

1st.—The conversion of the whole line from Negapatam to Erode into a narrow gauge.

2nd.—The conversion of part only of the present line to a narrow gauge, as from Trichinopoly to Tanjore, or wherever the point of divergence for the Northern Extension to join the Carnatic Railway may be fixed.

3rd.—The stoppage of the narrow gauge at Trichinopoly.

A reference to Mr. Logan's letter, and to the accompanying plan, will show that in each case a different arrangement of the station traffic is suggested.

3. In their letter† to the Secretary of State, dated the 13th July 1871, the Government of India have placed on record that they regard as inevitable the conversion to the narrow gauge of the whole Great Southern of India line from

† *Vide* G. O., 19th August 1871, No. 2,134.

Erode to Negapatam. My own opinion is that the arrangements for working the new station should be planned with reference to the certain ultimate conversion of the whole line to the narrow gauge, and that the conversion should commence with the section east of Trichinopoly. In their letter which I have quoted, the Government of India allude to the fact that the Great Southern of India Railway is sparingly equipped with rolling stock; and when the conversion has been completed, there need be no difficulty in the way of their being relieved by the Madras Railway of their remaining broad gauge stock.

4. With the approval of Government, I will call on the Chief Engineer to prepare a scheme for working the new station, keeping in view the certainty of the ultimate conversion of the whole line to the narrow gauge, but perhaps it may be deemed advisable to refer the question to the Government of India.

From D. LOGAN, Esq., Chief Engineer, to the Agent of the Great Southern of India Railway Company, dated Trichinopoly, 9th April 1872, No. 297.

WITH reference to paragraph 11 of the letter from the Government of India sanctioning our Southern Extension estimates, I have to explain that as the arrangements for working the traffic at Trichinopoly depend on whether the present open line is to be converted in part or altogether to the narrow gauge, and as that question was unsettled at the time of my completing our extension plans and estimates, I left as you are aware the junction arrangements open, hoping that the question would be settled in time to enable me to decide upon and send forward plans before the estimates of the line were finally reviewed by Government. As this settlement has not yet taken place, I must ask for instructions in order to enable me to mature a scheme for working the new traffic at Trichinopoly.

2. There are three aspects in which the question presents itself:—

1st.—The conversion of the Negapatam to Erode line into a narrow gauge one, in which case goods and passengers would run east and west from Trichinopoly without any special arrangements there other than are ordinary at junction stations.

2nd.—The conversion of part only of the present line to a narrow gauge as from Trichinopoly to Tanjore, or wherever the point of divergence for the Northern Extension to join the Carnatic Railway may be fixed. In this case a transshipping arrangement would have to be made at the proposed or upper Trichinopoly station, so as to avoid running goods and passengers from south to east, and *vice versa*, of Trichinopoly, down hill into the present goods station at the Fort, involving an extra haulage of five miles (namely, $2\frac{1}{2}$ miles down to, and $2\frac{1}{2}$ miles back from, the present station), and a total rise and fall of 94 feet, the distance and difference of level between the two stations being respectively $2\frac{1}{2}$ miles and 47 feet.

3rd.—The stoppage of the narrow gauge system at Trichinopoly, in which case the present station would have to be converted into a mixed gauge and transshipping station for traffic to the westward, while at the new or upper station and arrangement for the transshipment of goods and passengers would have to be planned for goods and passengers to the north and east.

3. I send herewith a plan showing the relative positions of the present and proposed stations at Trichinopoly, upon which the lines as described in the foregoing paragraph have been laid down. There is also a section to show the relative heights of the stations.

No. 239. ORDER THEREON, 14th May 1872, No. 1,227.

RAILWAY, No. 34.

ORDERED that these papers be forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 240. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,228.

RAILWAY, No. 35.

SIR,—With reference to paragraph 11 of the letter from the Government of India, dated 2nd March 1872, No. 325, G. R., I am directed to forward the accompanying letter from the Consulting Engineer for Railways giving cover to one from the Chief Engineer of the Great Southern of India Railway, in which Mr. Logan reports the circumstances under which no

proposals were submitted for working the traffic at Trichinopoly when the plans and estimates for the Southern Extension were forwarded. Mr. Logan now explains what the arrangements will be under three different aspects of the question, and as it is most probable that the whole line now open from Erode to Negapatam will be ultimately converted into the narrow gauge, it seems expedient that the scheme for working the traffic at Trichinopoly should be prepared to suit such an arrangement, but before directing its submission, I am to request the definitive orders of the Government of India.

No. 241. Read the following paper:—

No. 66.

Statement showing the sums received and disbursed at this Presidency on account of the Madras Irrigation and Canal Company during the month of March 1872.

	Receipts.		Disbursements.	
	Capital Account.	Revenue Account.	Capital Account.	Revenue Account.
Bank of Madras.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Collector of Kurnool.				
Tax for water supplied by the Irrigation and Canal Company realized in March 1872	......	102 13 2	......	......
Amount received in do. on account of assessment of land made over to the Company...	......	173 11 8	......	......
Payments from the commencement, namely, 1st October 1859 to 29th February 1872, on Capital Account	......	......	93,58,307 0 5	......
Do. do. to do. on Revenue Account	......	......	......	1,02,455 3 5
Receipts from do., namely, 1st May 1865, to do. on Capital Account... ...	1,68,417 5 9	......	......	......
Do. do., namely, May 1865, to do. on Revenue Account	......	61,352 2 9	......	......
Grand Total of Receipts and Disbursements up to 31st March 1872	1,68,417 5 9	61,628 11 7	93,58,307 0 5	1,02,455 3 5

Fort St. George,
Accountant-General's Office,
3*rd May* 1872.

(Signed) R. TAYLOR,
Officiating Accountant-General.

Forwarded to the Secretary to the Government, Public Works Department, Fort St. George. *Vide* letter from Financial Secretary to the Government of India, dated 24th June 1869, No. 1,375.

No. 242. Order thereon, 14th May 1872, No. 1,229.

IRRIGATION, No. 8.

Ordered that the foregoing statement be communicated to the Chief Engineer for Irrigation and that the following letter be despatched.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 243. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Under-Secretary of State for India, dated 14th May 1872, No. 1,230.

IRRIGATION, No. 9.

SIR,—I am directed by the Honourable the Governor in Council to forward the accompanying statement which has been furnished by the Accountant-General of this Presidency, showing the sums received and disbursed in India on account of the Madras Irrigation and Canal Company for the month of March 1872. The aggregate amount disbursed up to the 31st March was Rupees 94,60,762-3-10.

	RS.	A.	P.
Capital Account	93,58,307	0	5
Revenue do.	1,02,455	3	5

No. 244. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 23rd April 1872, No. 195 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd April 1872, No. 241.

IN reply to your letter No. 270 of the 20th instant, I have the honour to inform you that the carriage which was lifted off the line near the Kistna and carried into an adjoining field belonged to the Great Indian Peninsula and not to this Company.

2. The incident was only alluded to by the Resident Engineer in order to show the violence of the storm.

3. I may mention that I forwarded a copy of the Locomotive Superintendent's report to the Agent of the Great Indian Peninsula Company, although I have no doubt that the occurrence was reported to him by one of his own officers.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 10th April 1872, No. 113.

I BEG to inform you that the Locomotive Foreman at Raichore reports that goods brake-van No. 26 was on the night of the 5th instant blown over a Scotch block in the yard at that station and thrown off the road. One stay-rod and the axle of one pair of wheels were bent.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 18th April 1872, No. 169.

WITH reference to your endorsement on Locomotive Superintendent's letter,* No. 113, I have the pleasure to send you a copy of a letter (No. 206) received from the Resident Engineer, in which he gives a graphic account of the storm at Raichore on 5th instant.

* Herewith returned.

2. You will observe that although the carriage mounted and passed over the Scotch block, the latter prevented further damage by throwing the carriage off the line.

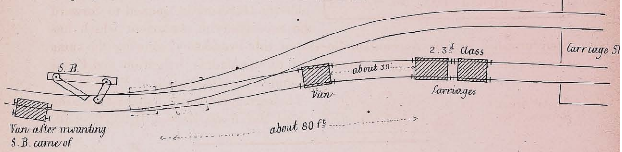
From the Resident Engineer, to the Chief Engineer, Madras Railway Company, dated 17th April 1872, No. 206.

Locomotive Superintendent's letter No. 113.

THERE was a most violent storm accompanied by very heavy rain at Raichore on the night of the 5th. The Station Master, my Inspector, and others say that they never felt such wind.

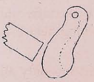
Its power was so great that it lifted a carriage near the Kistna off the line and carried it into the field adjoining.

2. The Station Master stated to me that the van in question was standing near the crossing on the carriage shed line, while behind it, at a distance of about 3 feet, two third class carriages, coupled, stood. The breaks of the van were screwed down.



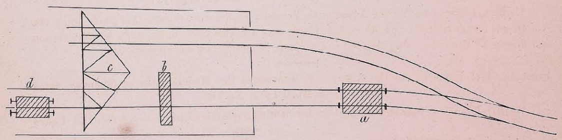
3. The violence of the wind was such that the two carriages were driven so forcibly against the break-van as to send it right over the Scotch block, this caused it to come off the line and drop on the ballast, 8 or 10 feet from the S. B.

4. That the Scotch block was closed and remained so there is no doubt, as the injury it sustained shows, and besides it was found in place



5. The portion shaded red was all crushed and split off and the iron shoeing knocked off; strange to say the third class carriages remained near the points close behind the S. B.

6. I may also mention that a third class carriage of the Great Indian Peninsula line, which was standing at *(a)* north of the carriage shed, was blown away; it shoved a carriage sleeper *(b)* aside, and then ran over a W I principal C., which was laid out ready for lifting, bending and injuring it; this threw it off the line at *d*.



6. I am happy to say the zinc roofs were quite uninjured and have stood an unusually severe test well.

Forwarded to the Consulting Engineer for the information of Government.

(Signed) R. B. ELWIN,
Agent and Manager.

19*th April* 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 245. ORDER THEREON, 14th May 1872, No. 1,231.

RAILWAY, No. 36.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 246. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 29th April 1872, No. 30 :—

I HAVE the honour to submit, for the sanction of Government from the Reserve, Military, for 1872-73, an estimate of Rupees 1,750, accompanied by plan and specification, for constructing ration-shed for two Batteries of Artillery on the Race Course, Bangalore.

1 Estimate.
1 Specification.
1 Plan.

2. The plan and estimate have been approved of by His Excellency the Commander-in-Chief.

No. 247. ORDER THEREON, 14th May 1872, No. 1,232.

MILITARY WORKS, No. 10.

SANCTIONED.

2. The question of providing funds for the work will be considered when the applications of Superintending Engineers for grants from the Reserve come under review.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 248. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 23rd April 1872, No. 25 :—

WITH reference to G. O., No. 111 of the 12th April 1872, I have the honour to report, for the information of Government, that the sum of Rupees 2,385 will have to be added to the sanctioned estimates* for the subsidiary buildings of the Salem Jail, for the full market value of the convict labour to be employed on the work.

* Rupees 20,945 in G. O., No. 101 of 1871.

No. 249. ORDER THEREON, 14th May 1872, No. 1,233.

CIVIL WORKS, No. 9.

THE amount of the estimates for additions and alterations to the Salem Central Jail, sanctioned in the Orders of the Judicial Department, dated 5th December 1871, No. 1,624, will, under the operation of Resolution of the Government of India, communicated in Financial Proceedings, dated 22nd March 1872, No. 344, stand at Rupees 23,330.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 250. Read the following letter from the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 1st May 1872, No. 615 G.R :—

I AM directed to acknowledge the receipt of your docket No. 984 of the 16th April 1872, and in reply to convey the sanction of the Government of India to the transmission to England, for compliance by the Board of Directors of the Madras Railway Company, of Indent No. 74, therewith submitted, amounting to Rupees 65,610-5-0, for one year's supply of miscellaneous stores to be kept in stock in the general ward to meet indents from all departments.

Sixty-five thousand six hundred and ten rupees and five annas.

2. I am to request that, in future, indents of this description may be submitted at stated intervals, with explanation as to the period which they are intended to cover.

3. The sanction herein given has been registered in this office as No. 5 M. R. of 1872-73.

No. 251. ORDER THEREON, 14th May 1872, No. 1,234.

RAILWAY, No. 37.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. 983, dated 16th April 1872. Attention is drawn to the instructions in paragraph 2.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 252. Read the following letter from the Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 9th May 1872, No. 659-G. R :—

I AM directed to acknowledge the receipt of your letter No. 1,080 of the 26th April 1872, and in reply to communicate the sanction of the Government of

India to the transmission, by the Agent of the Great Southern of India Railway Company to his Board of Directors in England for compliance, of the indent* therewith submitted, amounting to Rupees 13,216-3-4, for stores and stationery, etc., calculated for a six months' supply, to be kept in stock for use in the Negapatam and Trichinopoly Workshops and on the open line of the Great Southern of India Railway.

* No. 56, dated 28th March 1872.

Thirteen thousand two hundred and sixteen Rupees three Annas and four Pies.

2. This sanction has been entered in the register of this office as No. 6 M. R. of 1872-73.

3. The indent is herewith returned.

No. 253 & 261. ORDER THEREON, 14th May 1872, No. 1,234 A.

RAILWAY, No. 37 A.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 1,079, dated 26th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 262. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 11th May 1872, No. 236 :—

IN reply to the Order of Government, dated the 6th instant, No. 1,161, I have the honour to submit the enclosed letter* from the Agent of the Madras Railway Company, in which Mr. Elwin states that he can add little to what is already before the Government as to the absolute necessity for an increase to the present stock of tarpaulins on the Madras Railway. Mr. Elwin observes that, even with the addition now applied for, the stock will still be kept considerably below the equipment sanctioned by Government.

* No. 302, dated 10th May 1872.

2. I fully endorse everything that is said by the Agent with regard to the urgency of the present demand ; and as further delay will be very prejudicial to the interests of the public and of the Company, I trust that this Government will authorize the stock of tarpaulins to be increased to the extent now applied for in anticipation of the sanction of the Government of India.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th May 1872, No. 302.

WITH reference to your letter No. 342, dated the 8th instant, and to G. O., No. 917 of the 6th ultimo, I have the honour to inform you that the Traffic Manager states* that "the only

* No. C 272-210, 9th May 1872.

further evidence which can be adduced of the absolute necessity for an addition to our present stock of tarpaulins is the frequent occurrence of complaints from Station Masters of their inability to meet the demands made upon them for tarpaulins to carry on the goods traffic of the line."

2. Our difficulty in this respect is growing greater day by day in consequence of the increase in our foreign traffic, and, moreover, the traffic sent to foreign lines is much larger than that received from those lines, and there is a comparatively long interval of time between the despatch of tarpaulins from and their return to the Madras Railway.

3. The south-west monsoon is near at hand when the number of tarpaulins to each waggon must be increased, or the Company will incur the risk of damage to goods, and consequently the payment of heavy claims, and unless an addition to our stock be sanctioned, our only alternative is to delay traffic to the prejudice of the Company's revenue.

4. I will only add that the documents which accompanied my letter to you, No. 164, dated the 13th of March last, proved that the addition of 1,000 tarpaulins to our present stock as now applied for would still leave us considerably short of our equipment as sanctioned by the Government of Madras.

5. Setting aside the want of confidence in the officers of this Company which the action taken by the Government of India in this and other matters implies, and which I have no hesitation in saying is not justified by the amount of our working expenses, or in any other way, there can be no doubt that the delays which take place in dealing with our applications, and the numerous references which are now almost invariably made to us thereon, have an effect which is most prejudicial to the working arrangements of the Company and to economy.

No. 263. ORDER THEREON, 14th May 1872, No. 1,235.

RAILWAY, No. 38.

THESE papers will be forwarded for the consideration of the Government of India, with reference to their letter dated 22nd April 1872, No. 586-G. R., with a recommendation that the proposal to increase the stock of tarpaulins be sanctioned and communication of the same be made by telegraph.

2. Ordered that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 264. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,236.

RAILWAY, No. 39.

SIR,—With reference to the letter from the Government of India dated 22nd April 1872, No. 586-G. R., I am directed to forward the accompanying letter from the Consulting Engineer for Railways with the one from the Agent of the Madras Railway Company to which it gives cover, and to request that under the explanation therein afforded the proposal to increase the stock of tarpaulins be sanctioned and communication of the same be made by telegraph.

Read the following papers :—

No. 265. *Report of Committee on the subject of the grant of appointments in the Engineer branch of the Department Public Works to Students of the Civil Engineering College.*

THE Committee appointed by Government Order, Public Works Department, No. 2,160 of the 22nd August 1871, having carefully considered the subject of the bestowal of appointments in the Public Works Department upon the most distinguished students of the Civil Engineering College, and those who have taken the B. C. E. degree in the Madras University, have come to the following conclusion.

2. That three appointments might be annually given to those students of the Civil Engineering College who, having passed a satisfactory examination at that institution, have attained the most distinguished positions in the list of B. C. E.'s at the Madras University.

3. That the appointments shall be those of 2nd class Probationary Assistant Engineers, on a salary of Rupees 150 per mensem with travelling allowance of Rupees 3 per diem when actually marching.

4. That such Probationary Assistant Engineers shall be placed for a period of at least two years under an Executive Engineer, who shall make a half-yearly report of the probationer's practical qualifications, giving an account of the work upon which he has been engaged, and the manner in which he has acquitted himself. The work upon which he is first to be employed will be the preparation of plans, estimates, small surveys, and lines of levels, such as may be required for work in progress or under consideration.

5. After six months of such employment he should be placed in charge of small works as a disbursing officer for the remainder of his first year of probation, at the close of which a special report of the candidate's conduct and abilities should be made to the Superintending Engineer.

6. If this prove satisfactory he should be promoted to the rank of a 1st class Probationary Assistant Engineer ; if unsatisfactory, the report should be submitted to Government, who at their discretion could extend the first period of probation or dispense with the candidate's services.

7. During the period of one year's service as a 1st class Probationary Assistant Engineer the candidate should be placed in charge of a range, and if at the end of the year the Superintending Engineer considers him as an efficient Range Officer, he should be placed on the permanent staff of the department as a 2nd Assistant Engineer on a salary of Rupees 350 ; if, on the other hand, he has not displayed the qualities necessary for the proper performance of his duties, he should be removed from the department, or a further trial should be given him at the discretion of the Government.

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government, P. W.D.

(Signed) E. B. POWELL,
Director of Public Instruction.

(Signed) H. T. ROGERS, Captain, R.E.,
Acting Principal, Civil Engineering College.

No. 266. From the Director of Public Instruction, to the Secretary to Government, Educational Department, dated Madras, 29th February 1872, No. 372.

In Government Order, Public Works Department, No. 2,607 of the 13th October last, the Principal of the Civil Engineering College was desired "to forward a revised scheme of scholarships in which the number for European Soldiers shall be limited to ten." I now have the honour to forward a letter from Captain Rogers, No. 544 of the 4th December last, furnishing the revised scheme called for. I may remark that the Principal's letter has been kept back pending the preparation and submission of the report called for from the Commitee appointed in Government Order No. 2,160 of the 22nd August last.

2. The only observation I think it necessary to make regarding Captain Rogers' revised scheme is that I would not merely assign high marks for the vernaculars in order to induce Europeans to study them in a careful manner, but that I would separate the vernaculars from all other subjects of study and make a moderate knowledge of some one vernacular a *sine quâ non* for employment.

From the Acting Principal of the Civil Engineering College, to the Director of Public Instruction, dated Chepauk, 4th December 1871, No. 544-C.

With reference to Government Order No. 211 of the 13th ultimo, I have the honour to submit the following scheme for the re-distribution of the scholarships, in which the number of European Soldiers holding them is to be limited to ten, who, after passing successful examinations, are to obtain the grade of Supervisor :—

2nd.—The existing scholarships of Rupees 10 per mensem are intended to cover the cost of the Soldiers' mess, which it has always been considered indispensably necessary to keep up, and which I am decidedly of opinion it is highly advisable to continue.

3rd.—When the scholarships are reduced from 30 to 10, I would strongly advocate a Munishi allowance of Rupees 5 per mensem for each Military Student, to be of course only disbursed on satisfactory assurance that a Munishi has been engaged for that amount.

4th.—Formerly, many of the men used to form classes of two or three and study the vernaculars in the barracks under a Munishi, whom they used to pay out of their own pockets, but I think this is too heavy a tax upon them.

5th.—The study of Tamil and Telugu has never been held of that importance which ought to attach to it. At each examination, out of a total of about 2,000 marks, only 100 are to be gained for language, so it is no wonder that the men pay but little attention to a study from which their gain at College is so trivial. I propose to give a very high proportion of marks to the Europeans for language, and though in other respects they will be in the same class and on the same footing with the Natives and East Indians, this special study of language will necessitate there being separately classified at examination.

6th.—The extra cost of the Munishi allowance for European soldiers will be Rupees 50 per mensem, so that there is now left a surplus of Rupees 150 per mensem out of the Rupees 200 for the twenty vacant scholarships.

7th.—When Native Sappers are admitted to the College, first class working pay of 4 annas per diem, say Rupees 8 per mensem consolidated, would be amply sufficient in addition to their ordinary Military pay. I propose that the number should be limited to ten, and that none but men of the very highest character and qualifications be admitted, good character is especially

indispensable, because there being no place for their residence here, they would have to live in the town, free from all control except during College hours.

8th.—Deducting Rupees 80 per mensem for their scholarship there remains a surplus of Rupees 70 per mensem.

9th.—For the Civil Students I see no necessity for scholarships. There has never been any difficulty in filling the annual vacancies with students possessing the requisite qualifications, and if, as proposed below, a few appointments as Supervisors were to be granted to the most deserving pupils any number of candidates with high qualifications would be eager to compete for these.

10th.—The saving of Rupees 70 effected in the monthly cost of scholarships it would be of great advantage to employ in procuring engineering models, for which the present annual allowance of Rupees 200 is quite inadequate.

11th.—In order to excite the spirit of emulation, so desirable in an educational institution, as well as to offer prizes which would attract a higher class of candidates than heretofore for the 2nd Department, a small number of Supervisors' appointments should be given to the most deserving of the Civil and Sapper Students ; one-third of the annual vacancies in the grade of Supervisor might be given to the Soldier Students, and the remainder equally divided between the most deserving men already in the Public Works Department and the most eligible of the College Students.

12th.—With regard to the qualification necessary for the grades of Supervisor and Overseer, I would not extend the existing course of instruction, which is more than sufficiently comprehensive, but I would exact a higher amount of proficiency in it.

13th.—The marks which now qualify for a Taluq Overseer are half on the whole and one-third for each subject, and for a Bengal Overseer one-third on the whole and one-fourth on each subject.

14th.—For a Supervisor I would make the test 60 per cent. on the whole and 35 per cent. on each, and for an Overseer 40 per cent. on the whole and 25 per cent. on each, thus doing away with the existing somewhat anomalous grade of Bengal Overseer.

15th.—As it would be a hardship on the Europeans who will come up for examination in May next to have so short a notice of the standard of their qualification being so much raised, I would suggest that from six months to one year, as may be found necessary, be allowed them for additional study.

No. 267. From the Acting Principal of the Civil Engineering College, to the Secretary to Government, Public Works Department, dated Chepauk, 22nd April 1872, No. 53-C.

WITH reference to Proceedings of Government No. 211, dated 13th October 1871, and my letter to the Director of Public Instruction No. 544-C, dated 4th December 1871, regarding the re-distribution of scholarships at the College, I have the honour to bring to your notice that the entrance examination for students takes place on the 23rd and 24th proximo, and to request information as to the number of Military Students to be admitted for the next session.

No. 268. ORDER THEREON, 14th May 1872, No. 1,237.

ESTABLISHMENT, No. 31.

THESE reports were called for with reference to the recommendations of the Public Works Commissioners contained in paragraphs 42, 43, and 44 of their Report, and those of His Excellency Lord Napier contained in clauses 13 and 14 of his Minute of 19th May 1870. They were to the effect that Europeans should not be employed in situations below the

rank of Supervisor, and should hold only one-third of the Upper Subordinate appointments, the remainder being available for Natives and East Indians; that a good knowledge of one vernacular should be insisted on from all Europeans; and that Assistant Engineerships should be conferred on Natives or East Indians who passed through the higher Department in the Civil Engineering College, and obtained the degree of B. C. E.

2. The Government are of opinion that, under the regulations drawn up by the Committee, one appointment to the grade of Probationary Assistant Engineer may be made of Natives and East Indians who have duly qualified at the Civil Engineering College and University. More they do not think the limited Establishment of the Public Works Department will enable them to provide for, seeing that provision has to be made in this Presidency for employment of one full battalion of Royal Engineer Officers; and that a proportion of the students from the Cooper's Hill College will likewise have to be provided for.

3. They direct that the number of European Soldier Students at the Civil Engineering College be eventually reduced from thirty to ten, the lesser number to retain the allowance of Rupees 10 a month for messing money. Five will be admitted at the next entrance examination to be held on the 23rd and 24th of this month, in addition to the seven already studying for Overseerships who must be provided for, and five at each successive entrance examination. The Principal will apply the sum of Rupees 50 a month to secure the services of two competent Tamil and Telugu Munshees, and arrange for these languages being made a separate subject of daily study.

4. In concluding that Civil scholarships were uncalled for, the Government are of opinion that the Principal of the Civil Engineering College has overlooked the increased demand for civil agency that would ensue from the withdrawal of European Soldiers from the competition for Overseerships. In addition therefore to ten Sapper Scholarships proposed by Captain Rogers, the Government propose to institute ten open scholarships, fixing the emoluments of each at Rupees $7\frac{1}{2}$ a month; which will absorb the remainder of the available funds, leaving nothing for the purchase of models. The Principal will take the necessary measures for informing candidates of the terms of admission into the College and for holding the examinations.

5. As recommended by Captain Rogers the standard for Bengal Overseers will cease to be used in Madras, and those to qualify for Supervisor and Overseer respectively will be 60 and 40 per cent. on the whole, and 35 and 25 per cent. on each subject.

6. In passing these orders to carry into effect the recommendations of the Public Works Commissioners the Government do not pledge themselves to find immediate employment for all who may pass examinations for higher grades than that of Overseer, or to offer a fixed number of scholarships annually. The Department of Public Works has but a limited establishment on the vacancies in which appointments to and out of the College must depend.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers :—

No. 269. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 1st March 1872, No. 3,692.

2 Plans.
1 Specification.
1 Estimate.
1 Copy of letter No. 710, dated 17th Feb. 1872.

With reference to G. O., No. 116, dated 16th October 1871, I have the honour to re-submit duly revised in accordance with the new standard plan circulated with G. O., No. 2,341, dated 13th September 1871, the plans, specification, and estimate for constructing a new hospital for the Regiment of the Native Infantry at Vizagapatam.

Despatched by book post.

2. The estimate for the above building, as well as quarters for an Assistant Apothecary on the site, amounts to Rupees 22,000.

3. The reason why quarters for a medical subordinate has been provided in the estimate now forwarded is given in Captain Beatty's letter, copy of which is herewith forwarded for information.

4. In the event of the estimate being sanctioned by Government, I have to request that the necessary funds may be placed at my disposal from the Reserve of the following year.

5. I beg to note the design is very defective in many of the requirements of an hospital, there is no special case ward in the building or detached, no female or children's wards, no examination or operating room, no dead-house, and no provision for medical stores and comforts; but as the plan is a standard one, I have sent it on for submission to Government, only bringing to notice such omissions as occurred to me, and there being a great need for a building of the kind at Waltair if a Regiment is to remain there.

No. 270. From the Sanitary Commissioner for Madras, to the Secretary to Government, Public Works Department, dated Madras, 25th April 1872, No. 561.

No. 135 of 13th April 1872.

Adverting to Proceedings of Government as per margin, I have the honour to report that the plan for the Native Infantry Hospital at Vizagapatam has been drawn according to the standard plan, and that the accommodation is ample for a Native Infantry Regiment at that station, where the sick list is usually light.

2. The standard building is said to be adapted for fifty patients, and no doubt a hospital might hold this number occasionally; but in such a case the patients would not have an allowance of more than 71 superficial feet per man, whereas in G. O. C. C., No. 2 of 3rd January 1869, it is laid down that Native Hospitals are to be constructed so as to allow 99 superficial feet of space per head.

3. Practically, I do not object to the standard plan, as there are only a few stations where the sick of Native Corps number more than from thirty to forty.

4. The Superintending Engineer, Northern Circle, has, I see, alluded to the defective nature of the design of the standard plan; but if he had consulted the plan circulated with No. 43 of 1871, he would have noticed that "for each Regimental Hospital two hut wards should be provided for infectious cases, allowing 110 superficial feet and 1,800 cubic feet per patient, each ward to be for three patients, and the huts are to be of kutcha materials."

The plan submitted has made no provision for such huts.

5. Quarters for an Assistant Apothecary, I see, have been estimated for; but medical subordinates of this class are no longer posted to Native Corps, and although one may be temporarily doing duty with the Regiment, it is not likely to be the case when the Hospital Assistant grade has attained its proper strength.

6. The standard plan provides detached accommodation for two Hospital Assistants and two Native pupils, the former consists of single rooms 16 by 12, and the latter 12 by 12.

7. The standard plan also provides for huts for the hospital servants and bearers, but none of these are shown in the plan.

8. The standard plan it is true has given no details in regard to a cook-house or latrine. The design for the former seems suitable; but in regard to the latrine, I would suggest, instead of masonry, simple kutcha materials, *i. e.*, mud walls and flooring, with tiled roof, supported on wooden pillars and bamboos. Provision for six seats is ample.

9. I recommend, therefore, that the plan be prepared in general accordance with the standard plan, and that the position of the infectious huts, medical subordinate's quarters, servants' huts, cook-room, and latrine be indicated in a ground plan. The substitution of half venetians for panelled doors is approved, and so is the asphalted flooring.

The Assistant Apothecary's quarters and masonry latrine are, in my opinion, unnecessary in connection with a Native Regimental Hospital.

I beg to return herewith the enclosures.

No. 271. ORDER THEREON, 14th May 1872, No. 1,238.

MILITARY WORKS, No. 11.

THE design and estimate for the main building of the Native Infantry Hospital at Vizagapatam, forwarded by the Superintending of the 1st Division with his letter of the 1st March last, No. 3,692, are approved, and the work may be proceeded with without further delay; but the provision of out-buildings requires revision, and Lieutenant-Colonel Fischer will be requested to submit, as soon as possible, a block plan showing their general arrangement and connection with the main structure, as well as detail plans of such as have not already been estimated for.

2. His attention will be called to the report of the Sanitary Commissioner recorded above, whose suggestions regarding the substitution of the quarters for the medical subordinates provided for in the standard plan in lieu of the building for an Assistant Apothecary forming a part of the present estimate as also for the provision of two huts for infectious cases and of rooms for Hospital servants are adopted.

3. In view of the frequent renewals necessary in the case of kutcha buildings, the Government consider that the latrine already designed should be retained as likely to be the most economical in the end.

4. A revised estimate embodying the whole of the additions and alterations above referred to should be forwarded for final approval.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 272. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 26th April 1872, No. 28:—

I HAVE the honour to submit for the sanction of Government, from the grant of Rupees 3,000 under Military, Minor New Works, for Bangalore, an estimate of Rupees 200 for building and fixing tow Duff's cooking ranges in cook-houses Nos. 1 and 2 of the 2/21st Fusiliers atBangalore.

1 Plan.
1 Estimate.
1 Specification.

2. The plan and estimate have been approved of by His Excellency the Commander-in Chief.

No. 273. ORDER THEREON, 14th May 1872, No. 1,239.

MILITARY WORKS, No. 12.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 274. Read the following letter from the Consulting Engineer for Railways, to the Acting Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 201 :—

WITH reference to G. O., No. 445, of the 16th February last, I have the honour to inform you that the Agent of the Madras Railway has reduced the rate for the carriage of shrubs and plants from the 4th to the 2nd class, and the Agent of the Great Southern of India Railway to the 1st class, all consignments being carried at owner's risk.

No. 275. ORDER THEREON, 14th May 1872, No. 1,240.

RAILWAY, No. 40.

ORDERED that this letter be communicated to the Government of India with reference to their letter dated 16th January 1872, No. 59-63 G. R.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 276. (DOCKET No. 1,241, dated 14th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 277. Read the following letter from the General Superintendent of Public Works Stores and Workshops, to the Secretary to Government, Public Works Department, dated Chepauk, 10th May 1872, No. 143 :—

I HAVE the honour to forward, for transmission to the Home Government, the Packing Account of Public Works Stores per *Invereshie* for Madras.

2. The stores have been received in good order and condition.

No. 278. ORDER THEREON, 14th May 1872, No. 1,242.

ACCOUNT, No. 22.

ORDERED that the Packing Account received with this letter be re-transmitted to the Home Government.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 279. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Under-Secretary of State for India, dated 14th May 1872, No. 1,243.

ACCOUNT, No. 23.

SIR,—I am directed by the Honourable the Governor in Council to re-transmit to the Home Government the Packing Account of Public Works Stores shipped per *Invereshie* for Madras.

2. The stores are stated to have been received in good order.

No. 280. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 30th April 1872, No. 209:—

I HAVE the honour to forward, for submission to the Government of India, the Revenue Account of the Madras Railway Company for the month of January 1872.

MADRAS RAILWAY.

Dr. ... ... Revenue Account for the month ending 31*st January* 1872 *... ... Cr.*

Expenditure.	Amount. RS. A. P.	Per-cent. of Revenue.	Earnings.	Amount. RS. A. P.
To Maintenance of Way, Works, and Stations (Abstract A.) ...	57,614 5 8	11·35	By Coaching Traffic (Abstract H.)	1,98,518 13 3
,, Locomotive Expenses (Abstract B.)... ...	96,465 4 4	19·01	,, Goods Traffic (Abstract I.)	2,95,720 14 10
,, Carriage and Waggon Expenses (Abstract C.)	15,148 11 8	2·99	,, Electric Telegraph Earnings	1,685 7 0
,, Traffic Expenses (Abstract D.)	41,782 4 2	8·23	,, Sundries (Abst. K)...	11,571 12 4
,, General Charges (Abstract E.)	16,723 8 1	3·29		
,, Special and Miscellaneous Expenditure (Abstract G.)... ..	250 0 0	·05		
	2,27,984 1 11	44·92		
,, Balance Net Earnings	2,79,512 13 6	55·08		
Total...	5,07,496 15 5	100·00	Total...	5,07,496 15 5

(Signed) J. CRAMP,
Chief Accountant.

(Signed) F. CHURCH,
Chief Auditor.

Examined and found correct.

(Signed) C. M. MOBERLY, Captain,
Examiner of Railway Accounts.

(Signed) R. B. ELWIN,
Agent and Manager.

Approved and passed.

MADRAS,
4*th April* 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

ABSTRACT A.

Maintenance of Way, Works, and Stations for January 1872.

	RS. A. P.	RS. A. P.
1ST.—SALARIES, OFFICE EXPENSES, AND GENERAL SUPERINTENDENCE.		
(1).—Engineers' salaries	7,129 12 7	
(2).—Allowances, including travelling expenses of all kinds	1,277 2 10	
(3).—Subordinate Superintendents	2,747 11 4	
(4).—Allowances of do.	1 3 5	
(5).—Overtime allowances	....	
(6).—Office expenses	2,428 2 10	
		13,584 1 0

Maintenance of Way, Works, and Stations for January 1872.—(Concluded.)

	RS. A. P.	RS. A. P.
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY.		
(1).—Wages	14,383 7 7	
(2).—Materials...	15,155 0 10	
		29,538 8 5
3RD.—REPAIRS OF BRIDGES, ETC.—WAGES AND MATERIALS.		
(1).—Bridges and Tunnels	6,459 8 3	
(2).—Miscellaneous, including earthwork, roads, fencing, etc.	3,477 2 2	
		9,936 10 5
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS.		
(1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	3,077 14 9	
(2).—Repairs of staff quarters	917 5 9	
5TH.—MAINTENANCE BY CONTRACT.		3,995 4 6
6TH.—UNCLASSIFIED EXPENDITURE.		
(1).—Plantations	....	
(2).—Tools and Plant	559 13 4	
(3).—Loss on Stores, etc.	....	
		559 13 4
Total...	....	57,614 5 8
Deduct sum chargeable to fund...	....	....
Total...	....	57,614 5 8

Miles maintained.	Departmentally.	By Contract.	Total.
Railway Line {Double	....	....	....
Railway Line {Single	707¼	....	707¼
Sidings	81¼	....	81¼
	....	....	788½

1st March 1872.

(Signed) B. ANDERSON,
Chief Engineer.

ABSTRACT B.

Locomotive Expenses for January 1872.

	RS. A. P.	RS. A. P.
1ST.—GENERAL SUPERINTENDENCE—		
(1).—Salaries of Locomotive Superintendent and Assistants	1,720 12 0	
(2).—Allowances of do., including travelling allowances	108 4 9	
(3).—Subordinate Superintendents	3,212 12 5	
(4).—Allowances, including travelling allowances ...	765 4 10	
(5).—Overtime allowances	208 5 5	
(6).—Office Expenses	1,963 4 10	
		7,978 12 3

Locomotive Expenses for January 1872.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
2ND.—RUNNING EXPENSES—(*Wages connected with the working of Locomotive Engines*).						
(1).—Wages of Drivers and Firemen	12,055	10	8			
(2).—Overtime allowances	2,313	2	4			
(3).—All labour connected with fueling, cleaning, and looking after engines in yards	2,853	1	10			
(4).—Contingent expenses, including clothing and travelling expenses	64	0	0			
				17,285	14	10
3RD.—FUEL—						
(1).—Coal ... ... Cwt. $2,558\frac{95}{112}$	2,302	15	5			
(2).—Coke ... ... ,, $3,286\frac{55}{112}$	5,258	6	2			
(3).—Patent Fuel ... ... ,, $10,408\frac{73}{112}$	12,490	6	1			
(4).—Wood ... ... lbs. 9,202,600	18,405	3	2			
				38,456	14	10
4TH.—WATER (*including Wages and Stores*)	......			2,180	8	2
5TH.—OIL, TALLOW, AND OTHER STORES (*expended on engines in work*)	......					
				1,974	8	8
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY—						
(1).—Wages	12,950	8	10			
(2).—Overtime allowances	330	1	4			
(3).—Materials	15,307	15	5			
				28,588	9	7
7TH.—PAYMENTS TO OTHER LINES—						
(1).—Hire of Locomotives	......					
8TH—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc.	......					
Total...	......			96,465	4	4
Deduct sum chargeable to fund...	......			......		
Total...	......			96,465	4	4

MADRAS,
29th February 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

ABSTRACT C.

Carriage and Waggon Expenses for January 1872.

	RS.	A.	P.	RS.	A.	P.
1ST.—GENERAL SUPERINTENDENCE—						
(1).—Salaries of Superintendents and Assistants ...	270	2	11			
(2).—Allowances, including travelling	17	0	1			
(3).—Subordinate Superintendents	504	7	4			
(4).—Allowance of do., including travelling ...	120	2	8			
(5).—Overtime allowances	32	11	5			
(6).—Office expenses	310	9	1			
				1,255	1	6

Carriage and Waggon Expenses for January 1872.—(Concluded.)

		RS. A. P.	RS. A. P.
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY—			
Coaching Vehicles—(1).—Wages ...	896 6 9		
(2).—Overtime ...	12 10 7		
(3).—Materials ...	1,474 1 10		
		2,383 3 2	
Goods Vehicles —(1).—Wages ...	1,816 10 10		
(2).—Overtime ...	3 0 8		
(3).—Materials ...	5,288 14 7		
		7,108 10 1	
			9,491 13 3
3RD.—CLEANING CARRIAGES AND WAGGONS, AND OILING—			
(1).—Labour, including wages of Oilers, Carriage Cleaners, and Examiners		1,270 9 8	
(2).—Stores, including oil, grease, and other stores for consumption on running vehicles		3,131 3 3	
			4,401 12 11
4TH—UNCLASSIFIED EXPENDITURE—			
Loss on Stores, etc.		......	......
Total...		......	15,148 11 8
Deduct sum chargeable to fund...			......
Total...		......	15,148 11 8

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

29th *February* 1872.

ABSTRACT D.

Traffic Expenses for January 1872.

		RS. A. P.	RS. A. P.
1ST.—SALARIES, WAGES, ETC.—			
(*a*).—*General Superintendence*—			
(1).—Traffic Manager, Assistant do., District Superintendents and Traffic Canvassers	3,068 2 11		
(2).—Office Establishment	2,071 10 10		
(3).—Travelling Allowances	445 4 0		
(4).—Contingencies	1,620 4 9		
		7,205 6 6	
(*b*).—*Station Staff*—			
(1).—Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of level crossings, Signalmen, Station Servants, etc.	......		
		19,425 8 6	
(*c*).—*Train Staff*—			
(1).—Guards and Assistant Guards ...	4,665 5 8		
(2).—Overtime allowances	3 0 0		
		4,668 5 8	
			31,299 4 8
2ND.—FUEL, LIGHTING, WATER AND GENERAL STORES—			
(1).—Fires, lights, water, and general stores for carriages, stations, offices, etc.		2,465 1 7	
(2).—Waggon covers, ropes, etc.		4,172 13 9	
(3).—Office and station fittings and furniture ...		28 8 0	
			6,666 7 4

Traffic Expenses for January 1872.—(Concluded.)

	RS. A. P.	RS. A. P.
3RD.—CLOTHING	......	184 12 6
4TH.—PRINTING, STATIONERY, AND TICKETS	......	3,631 11 8
5TH.—CHARGES FOR DELIVERY AND COLLECTION OF GOODS, ETC....	......	......
6TH.—MISCELLANEOUS EXPENSES	......	......
7TH.—PAYMENTS TO OTHER LINES—		
(1).—Hire of vehicles	......	
(2).—Mileage of foreign stock	......	
(3).—Expenses at joint stations	......	......
8TH.—UNCLASSIFIED EXPENDITURE—		
Loss on Stores, etc.	......	......
Total...	......	41,782 4 2
Deduct sum chargeable to fund	......	......
Total...	......	41,782 4 2

MADRAS,
8*th March* 1872.

(Signed) L. S. MOSS,
Acting Deputy Traffic Manager.

ABSTRACT E.

General Charges for January 1872.

	RS. A. P.	RS. A. P.
1ST.—HOME EXPENDITURE—		
(1).—Directors and Secretary or Managing Director ...	....	
(2).—Auditors and Accountants	....	
(3).—Consulting Engineer and Inspecting Officers' Fees and Travelling Allowances	....	
(4).—Office Expenses	....	......

2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—

	Salaries. RS. A. P.	Travelling Allowances. RS. A. P.	Contingencies.	RS. A. P.	RS. A. P.
(1).—Agent's Office ...	1,267 12 0	47 10 6	......	1,315 6 6	
(2).—Auditor's do. ...	2,718 9 11	......	......	2,718 9 11	
(3).—Accounts do. ...	386 13 2	......	......	386 13 2	
(4).—Paymaster's (Cashier's) Office...	1,359 3 6	90 9 10	......	1,449 13 4	
(5).—Store Dept. ...	1,043 1 3	......	......	1,043 1 3	
(6).—Medical do. ...	1,443 9 11	100 0 0	......	1,543 9 11	
(7).—Rents of buildings and lands				246 8 5	
(8).—Contingencies, including Furniture and Fittings ...				630 7 3	
(9).—Stationery				172 8 7	
(10).—Medicine				....	9,506 14 4

General Charges for January 1872.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
3RD.—POLICE.						
(1).—Supervision	230	0	0			
(2).—Constables	1,240	9	9			
(3).—Contingencies	224	2	8	1,694	12	5
4TH.—ADVERTISING—*(all advertisements of all departments.)*	......			623	5	9
5TH.—ELECTRIC TELEGRAPH.						
(1).—Salaries of Superintendents and Assistants	731	5	10			
(2).—Signallers	1,996	13	1			
(3).—Travelling expenses	125	8	10			
(4).—Office Expenses, Contingencies, etc.	170	3	3			
(5).—Maintenance, Wages, and Stores	1,820	14	7	4,844	13	7
6TH.—CLEARING ACCOUNTS WITH OTHER LINES.	......			... ..		
4TH.—UNCLASSIFIED EXPENDITURE.						
Loss on Stores, etc.	......			53	10	0
Total...	......			16,723	8	1
Deduct sum chargeable to fund...	......			......		
Total...	......			16,[illegible]	8	1

ABSTRACT G.

Special and Miscellaneous Expenditure for January 1872.

	RS.	A.	P.	RS.	A.	P.
1ST.—LAW CHARGES	......			40	0	0
2ND.—COMPENSATION.						
(1).—For goods lost or damaged	......					
(2).—For personal injury	......					
(3).—For other claims	210	0	0	210	0	0
3RD.—RATES AND TAXES—*(including Municipal water-rates)*...	......			......		
4TH.—CONTRIBUTIONS TO SPECIAL FUNDS,						
(1).—Fire Insurance Fund	......			......		
Total...	......			250	0	0
Deduct sum chargeable to fund...	......			......		
Total...	......			250	0	0

MADRAS,
11*th March* 1872.

(Signed) J. CRAMP,
Chief Accountant.

Abstract H.

Coaching Traffic for January 1872.

	First Class.		Second Class.		Third Class.		Fourth (Cooly) Class.		Total.	
Mileage Fares... {Day ... / Night ...	RS. A. P. 0 1 6 / 0 1 10		RS. A. P. 0 0 5 / 0 1 0		RS. A. P. 0 0 3 /		RS. A. P. 0 0 2 /			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1st.—PASSENGERS—		RS. A. P.		RS. A. P.		RS. A. P.		RS. A. P.		RS. A. P.
Single journeys ...	478	7,232 15 0	9,625	13,676 4 0	145,753	1,24,442 7 0	22,183	8,760 6 0	178,039	1,54,112 0 0
Excess fares ...	9	81 13 0	70	54 5 0	1,111	299 9 0	...	....	1,190	435 11 0
Return journeys ...	318	2,909 14 0	72	85 6 0	4,624	1,742 14 3	...	....	5,014	4,778 2 3
Troops and Police.	11	235 3 0	58	390 7 0	1,665	3,937 15 0	...	....	1,734	4,563 9 0
Total...	816	10,549 13 0	9,825	14,156 6 0	153,153	1,30,422 13 3	22,183	8,760 6 0	185,977	1,63,889 6 3
Season Tickets...	3	420 0 0	10	598 15 0	...	....	...	....	13	1,018 15 0
2nd.—PASSENGERS' LUGGAGE	...	...	...	...	...	...	...	...	Ton miles. 9,488	2,874 15 0
3rd.—MILITARY BAGGAGE	...	...	...	...	...	...	...	...	3,115	884 10 0
4th.—CARRIAGES, HORSES, DOGS, etc.									No.	
(1).—Carriages ...	...	...	...	...	...	...	...	...	43	776 0 0
(2).—Horses ...	...	...	...	...	...	...	...	...	183	2,752 9 0
(3).—Dogs ...	...	...	...	...	...	...	...	...	218	286 0 0
										3,814 9 0
5th.—MILITARY CARRIAGES, HORSES, etc.										
(1).—Carriages ...	...	...	...	...	...	...	...	...	...	....
(2).—Horses ...	...	...	...	...	...	...	...	...	5	81 2 0
(3).—Dogs ...	...	...	...	...	...	...	...	...	...	....
										81 2 0
6th.—PARCELS ...	...	...	...	...	...	...	...	...	5,090	7,357 6 0
7th.—SPECIAL TRAINS ...	...	...	...	...	...	...	...	...	Train miles 1,343	18,597 14 0
8th.—POST OFFICE.										
(1).—Haulage and Hire of Post Office Vehicles	...	...	{Number of Vehicles / Mileage of do.		...	...	...	...	...	....
(2).—Special Trains ...	...	...	...	...	...	...	...	...	...	....
(3).—Parcels ...	...	...	...	...	...	...	...	...	...	....
								Total ...	...	1,98,518 13 3
								Less outstandings irrecoverable ...	...	....
								Total ...	...	1,98,518 13 3

ABSTRACT I.

Goods Traffic for January 1872.

—	Rate per Ton per Mile.	Ton Miles.	Amount. RS.	A.	P.
1ST.—MERCHANDIZE, GENERAL.					
1st Class	12 Pies	1,625,801	95,788	5	6
2nd ,, ...	14 ,,	511,775	38,790	14	5
3rd ,, ...	18 ,,	436,786	36,954	0	5
4th ,, ...	24 ,,	275,617	32,915	4	4
5th ,, ...	36 ,,	64,371	12,891	13	11
Special ,, ...	8 ,,	1,631,224	68,179	6	3
		4,545,574	2,85,519	12	10
2ND.—MILITARY STORES	...	58,394	6,691	4	0
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION ...	...	24,488	1,721	0	0
4TH.—MINERALS.					
(1).—For the Public	...	...	....		
(2).—For the Company (construction only) ...	...	...	....		
		...	....		
5TH.—LIVE STOCK.					
(1).—Horses	...	9,168	793	11	0
(2).—Cattle	...	2,070	179	0	0
(3).—Sheep	...	525	108	6	0
		11,763	1,081	1	0
6TH.—MILITARY LIVE STOCK.					
(1).—Horses	...	...	....		
(2).—Cattle	...	...	....		
(3).—Sheep	...	...	....		
		...	....		
7TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, ETC.	...	...	707	13	0
8TH.—INTEREST ON OUTSTANDING BILLS	...	...	....		
Total...	...	...	2,95,720	14	10
Less outstandings irrecoverable	...	...	....		
Total...	...	...	2,95,720	14	10

ABSTRACT K.

Sundries for January 1872.

	Amount. RS.	A.	P.
Interest on Revenue balances deposited with Government	....		
Hire of Locomotives	....		
Hire of Vehicles	2,116	4	0
Mileage of Vehicles and Sheets over foreign lines	....		
Use of Stations jointly occupied	2,096	9	0
Clearing accounts with other lines	360	0	0
Tolls on Bridges	....		
Rents of Dwelling-houses	....		
Do. Refreshment-rooms	5,303	11	9
Fees on share transfers, etc.	813	4	0
Sale of unclaimed and damaged goods	....		

Sundries for January 1871.—(Concluded.)

		RS. A. P.
Sale of Revenue Stores—		
1. Maintenance	....	
2. Locomotive	33 13 7	
3. Carriage and Waggon	....	
4. Traffic	791 0 1	
5. General	57 1 11	
		881 15 7
	Total...	11,571 12 4
Electric Telegraph Earnings		1,685 7 0

Fire Insurance Fund.
Nil.

(Signed) J. E. ATKINSON,
Chief Auditor.

No. 281. ORDER THEREON, 14th May 1872, No. 1,244.

RAILWAY, No. 41.

ORDERED that these accounts be forwarded to the Government of India.

(True Extract.)
(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 282. (DOCKET No. 1,245, dated 14th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 283. Read the following Endorsement of the Superintending Engineer, 5th Division, dated Cuddalore, 26th April 1872, No. 26:—

From the Executive Engineer, Bangalore, to the Superintending Engineer, 5th Division, dated Bangalore, 9th March 1872, No. 1,121.

WITH reference to your No. 189, dated 29th February, I have the honour to submit the following report on the condition of the present laboratory in Magazine, Fort:—

1*st.*—The main wall of the building is cracked in several places, and more particularly at the corners, owing to the settlement of foundation from time to time, and possibly from bad masonry work.

2*nd.*—The rafters are drawn out one or two inches from the walls on both sides of main room in consequence of the same having given way or falling into decay.

3*rd.*—The whole of the wood work in the roof has become useless both by the ravages of white ants and age, and it is at present only kept up from coming down by some of the least decayed rafters, etc., in it.

4*th.*—The roof is in consequence leaky all over, and the laying out of any sum on the repair of such an old building that is past repair would prove mere waste. Besides, the building is too small and affords no sufficient accommodation for storing ammunition, etc.

2. Under these circumstances a move from the present building was considered absolutely necessary.

3. The estimate called for has this day been forwarded for the approval of the Major-General Commanding the Division, and will be submitted to you for sanction on its return.

SUBMITTED to Government, with reference to G. O., No. 527 of the 26th February 1872.

(Signed) E. A. FOORD, Colonel, R.E.,
Superintending Engineer, 5th Division.

No. 284. ORDER THEREON, 14th May 1872, No. 1,246.

MILITARY WORKS, No. 13.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 285. Read the following letter from the Superintending Engineer, 5th Division, to the Officiating Secretary to Government, Public Works Department, dated Cuddalore, 27th April 1872, No. 29:—

I HAVE the honour to submit, for the sanction of Government from the Reserve-Military, for 1872-73, the undermentioned estimates for Military works at Bangalore:—

2 Plans.
3 Estimates.
3 Specifications.

		RS.
1.	For alterations to the Military Assistant's Stores, to convert it into Laboratory to the Arsenal at Bangalore	1,610
2.	For enlarging the forage yard of the Cavalry Regiment at Bangalore	470
3.	For dismantling the old buildings used as a Sandalwood depôt in the Fort at Bangalore	400

2. The plans and estimates have been approved of by His Excellency the Commander-in-Chief.

No. 286. ORDER THEREON, 14th May 1872, No. 1,247.

MILITARY WORKS, No. 14.

SANCTIONED.

2. The question of providing funds for the works will be considered when the application of Superintending Engineers for grants from the Reserve come under review.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 287. Read the following Proceedings of the Madras Government in the Financial Department:—

Directing that the request for the strengthening of the Public Works Department Executive staff in the Cuddapah District be referred to the Public Works Department. (Here enter 5th April 1872, No. 437.)

No. 288. ORDER THEREON, 14th May 1872, No. 1,248.

ESTABLISHMENT, No. 33.

THE Government regret that they cannot do much to strengthen the Executive staff in Cuddapah just at present. They observe that Mr. Supervisor Seton may be expected back to resume charge of his range in the current month. And Mr. Thorpe being so favourably reported of by the Collector as well as by the Superintending Engineer, they have promoted him to fill the vacancy of 2nd grade Supervisor which is caused by Mr. Sub-Engineer Bance having on the 19th April obtained a certificate of unfitness for further service. There will remain Overseers to be provided, and these the Superintending Engineer must appoint himself from any whom he may know to be at present qualified, or who may pass at the approaching examination at the Civil Engineering College.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 289. Read the following letter from the Consulting Engineer for Railways, to the Acting Secretary to Government, Public Works Department, dated Madras, 1st May 1872, No. 213 :—

I HAVE the honour to forward, for submission to the Government of India, the Revenue Account of the Madras Railway Company for the month of February 1872.

MADRAS RAILWAY.

DR. *Revenue Account for the month ending 29th February* 1872. CR.

Expenditure.	Amount. RS. A. P.	Per cent. of Revenue.	Earnings.	Amount. RS. A. P.
To Maintenance of Way, Works, and Stations (Abstract A.)	79,893 14 3	15·87	By Coaching Traffic (Abstract H.)	2,01,392 15 11
,, Locomotive Expenses (Abstract B.)	90,045 3 7	17·88	,, Goods Traffic (Abstract I.)	2,92,066 12 2
,, Carriage and Waggon Expenses (Abstract C.)	15,887 3 1	3·16	,, Electric Telegraph Earnings	1,385 10 2
,, Traffic Expenses (Abstract D.)	44,863 15 0	8·90	,, Sundries (Abstract K.)	8,686 14 11
,, General Charges (Abstract E.)	15,748 12 5	3·13		
,, Special and Miscellaneous Expenditure (Abstract G.)	133 2 0	·3		
	2,46,572 2 4	48·97		
,, Balance Net Earnings.	2,56,960 2 10	51·03		
Total...	5,03,532 5 2	100·00	Total...	5,03,532 5 2

(Signed) J. CRAMP, *Chief Accountant.*

(Signed) F. CHURCH, *Chief Auditor.*

(Signed) R. B. ELWIN, *Agent and Manager.*

Examined and found correct.
(Signed) C. M. MOBERLY, Captain, *Government Examiner.*

Approved and passed.
(Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R. E., *Consulting Engineer to Government.*

MADRAS,
26*th April* 1872.

ABSTRACT A.

Maintenance of Way, Works, and Stations for February 1872.

1ST.—SALARIES, OFFICE EXPENSES, AND GENERAL SUPERINTENDENCE.	RS. A. P.	RS. A. P.
(1).—Engineers' salaries	5,093 3 6	
(2).—Allowances including travelling expenses of all kinds	566 6 2	
(3).—Subordinate Superintendents	2,712 1 8	
(4).—Allowances of do.	14 7 10	
(5).—Overtime allowances	....	
(6).—Office expenses	3,188 3 7	
		11,574 6 9

Maintenance of Way, Works, and Stations for February 1872.—(Concluded.)

	RS. A. P.	RS. A. P.
2ND.—MAINTENANCE AND RENEWALS OF PERMANENT-WAY.		
(1).—Wages	20,303 13 9	
(2).—Materials	18,895 3 7	
		39,199 1 4
3RD.—REPAIRS OF BRIDGES, ETC.—WAGES AND MATERIALS.		
(1).—Bridges and Tunnels	19,289 13 3	
(2).—Miscellaneous, including earth-work, roads, fencing, etc.	3,710 14 10	
		23,000 12 1
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS.		
(1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	4,737 4 4	
(2).—Repairs of staff quarters	704 0 1	
		5,441 4 5
5TH.—MAINTENANCE BY CONTRACT.		
6TH.—UNCLASSIFIED EXPENDITURE.		
(1).—Plantations	....	
(2).—Tools and Plant	678 5 8	
(3).—Loss on Stores, etc.	....	
		678 5 8
Total...	....	79,893 14 3
Deduct sum chargeable to Fund...	....	....
Total...	....	79,893 14 3

Miles maintained.	Departmentally.	By Contract.	Total.
Railway Line ... Double	......	......	......
Railway Line ... Single	707¼	......	707¼
Sidings	81¼	......	81¼
Total...	......	......	788½

(Signed) F. B. HANNA,
For *Chief Engineer.*

4th April 1872.

ABSTRACT B.

Locomotive Expenses for February 1872.

	RS. A. P.	RS. A. P.
1ST.—GENERAL SUPERINTENDENCE.		
(1).—Salaries of Locomotive Superintendent and Assistants	1,692 8 6	
(2).—Allowances of do., including travelling allowances	134 5 0	
(3).—Subordinate Superintendents	3,152 14 5	
(4).—Allowances, including travelling allowances ...	712 5 9	
(5).—Overtime allowances	205 11 6	
(6).—Office expenses	2,046 6 2	
		7,944 3 4
2ND.—RUNNING EXPENSES.—*(Wages connected with the working of Locomotive Engines).*		
(1).—Wages of Drivers and Firemen...	11,885 10 2	
(2).—Overtime allowances	2,425 10 0	
(3).—All labour connected with fuelling, cleaning, and looking after engines in yards	2,589 10 10	
(4).—Contingent expenses, including clothing and travelling expenses	49 0 0	
		16,949 15 0

Locomotive Expenses.—(Concluded.)

		RS. A. P.	RS. A. P.
3RD.—FUEL.			
(1).—Coal	Cwt. $10,237\frac{63}{112}$	9,213 12 10	
(2).—Coke	,, $2,207\frac{11}{112}$	3,531 5 8	
(3).—Patent fuel	,, $4,831\frac{5}{112}$	5,797 4 1	
(4).—Wood	lbs. 8,485,200	16,970 6 5	
			35,512 13 0
4TH.—WATER *(including Wages and Stores).*		....	2,215 5 4
5TH.—OIL, TALLOW, AND OTHER STORES *(expended on Engines in work.)*		....	1,706 3 9
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY.			
(1).—Wages		12,272 0 11	
(2).—Overtime allowances		886 4 10	
(3).—Materials		12,558 5 5	
			25,716 11 2
7TH.—PAYMENTS TO OTHER LINES.			
(1).—Hire of Locomotives		....	....
8TH.—UNCLASSIFIED EXPENDITURE.			
Loss on Stores, etc.		....	....
Total...		....	90,045 3 7
Deduct sum chargeable to Fund...		....	....
Total...		....	90,045 3 7

ABSTRACT C.

Carriage and Waggon Expenses for February 1872.

		RS. A. P.	RS. A. P.
1ST.—GENERAL SUPERINTENDENCE.			
(1).—Salaries of Superintendents and Assistants ...		298 8 11	
(2).—Allowances, including travelling		23 11 1	
(3).—Subordinate Superintendents		556 2 9	
(4).—Allowances of ditto, including travelling ...		125 10 7	
(5).—Overtime allowances		36 4 8	
(6).—Office expenses		364 12 11	
			1,405 2 11
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.			
Coaching Vehicles—(1).—Wages ...	1,035 12 11		
(2).—Overtime ...	20 7 7		
(3).—Materials ...	2,175 5 9		
		3,231 10 3	
Goods Vehicles— (1).—Wages ...	1,545 0 3		
(2).—Overtime ...	15 15 5		
(3).—Materials ...	4,460 4 8		
		6,021 4 4	
			9,252 14 7
3RD.—CLEANING CARRIAGES AND WAGGONS, AND OILING.			
(1).—Labour, including wages of Oilers, Carriage Cleaners, and Examiners		1,128 1 8	
(2).— Stores, including Oil, Grease, and other Stores for consumption on running vehicles ...		4,100 15 11	
			5,229 1 7
4TH.—UNCLASSIFIED EXPENDITURE.			
Loss on Stores, etc.		......	......
Total...		......	15,887 3 1
Deduct sum chargeable to Fund...		......	......
Total...		......	15,887 3 1

2nd April 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

ABSTRACT D.

Traffic Expenses for February 1872.

		RS. A. P.	RS. A. P.
1ST.—SALARIES, WAGES, ETC.			
(a).—*General Superintendence*—			
(1).—Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers	3,638 7 5		
(2).—Office Establishment	2,244 12 10		
(3).—Travelling allowances	423 2 2		
(4).—Contingencies	1,718 6 4		
(b).—*Station Staff*—		8,024 12 9	
(1).—Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of level crossings, Signalmen, Station Servants, etc.		19,255 4 9	
(c).—*Train Staff*—			
(1).—Guards and Assistant Guards ...	4,735 13 3		
(2).—Overtime allowances	... ...		
		4,735 13 3	
2ND.—FUEL, LIGHTING, WATER, AND GENERAL STORES.			32,015 14 9
(1).—Fires, Lights, Water and General Stores for Carriages, Stations, Offices, etc.		4,247 10 9	
(2).—Waggon Covers, Ropes, etc.		4,842 2 11	
(3).—Office and Station Fittings and Furniture ...		....	
			9,089 13 8
3RD.—CLOTHING		....	122 8 0
4TH.—PRINTING, STATIONERY AND TICKETS		....	3,635 10 7
5TH.—CHARGES FOR DELIVERY AND COLLECTION OF GOODS, ETC.		....	....
6TH.—MISCELLANEOUS EXPENSES		....	....
7TH.—PAYMENTS TO OTHER LINES.			
(1).—Hire of Vehicles		....	....
(2).—Mileage of Foreign Stock		....	....
(3).—Expenses at Joint Stations		....	....
8TH.—UNCLASSIFIED EXPENDITURE.			
Loss on Stores, etc.		....	....
Total ...		....	44,863 15 0
Deduct sum chargeable to Fund ...		....	....
Total...		....	44,863 15 0

5th April 1872.

(Signed) L. S. MOSS,
Actg. Deputy Traffic Manager.

ABSTRACT E.

General Charges for February 1872.

	RS. A. P.	RS. A. P.
1ST.—HOME EXPENDITURE.		
(1).—Directors and Secretary or Managing Director	......	
(2).—Auditors and Accountants...	......	
(3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances		
(4).—Office expenses	......	
	......	
	0	......

General Charges.—(Concluded.)

2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES.	Salaries.	Travelling Allowances.	Contingencies	RS. A. P.	RS. A. P.
	RS. A. P.	RS. A. P.	RS.		
(1).—Agent's Office ...	1,264 0 5	......	...	1,264 0 5	
(2).—Auditor's Office ...	2,718 9 11	21 0 0	...	2,739 9 11	
(3).—Accounts Office ...	386 13 2	......	...	386 13 2	
(4).—Paymaster's (Cashier's) Office	1,351 14 9	82 11 9	...	1,434 10 6	
(5).—Store Department ...	1,051 1 7	......	...	1,051 1 7	
(6).—Medical Department...	1,526 10 3	6 0 0	...	1,532 10 3	
(7).—Rents of buildings and lands				128 0 5	
(8).—Contingencies, including furniture and fittings ...				394 1 5	
(9).—Stationery				192 12 9	
(10).—Medicine				168 11 2	9,292 7 7
3RD.—POLICE.					
(1).—Supervision				230 0 0	
(2).—Constables				1,246 10 2	
(3).—Contingencies				300 10 8	1,777 4 10
4TH.—ADVERTISING—(*All Advertisements of all Departments.*)				......	84 12 6
5TH.—ELECTRIC TELEGRAPH.					
(1).—Salaries of Superintendents and Assistants				731 5 10	
(2).—Signallers				2,042 1 8	
(3).—Travelling expenses				136 0 10	
(4).—Office expenses, Contingencies, etc.				174 3 3	
(5).—Maintenance, Wages, Stores				1,510 7 11	4,594 3 6
6TH.—CLEARING ACCOUNTS WITH OTHER LINES				......	......
7TH.—UNCLASSIFIED EXPENDITURE.					
Loss on Stores, etc.				......	......
Total...				......	15,748 12 5
Deduct sum chargeable to Fund ..				......	......
Total...				......	15,748 12 5

ABSTRACT G.

Special and Miscellaneous Expenditure for February 1872.

	RS. A. P.	RS. A. P.
1ST.—LAW CHARGES.		
2ND.—COMPENSATION.		
(1).—For goods lost or damaged	......	
(2).—For personal injury...	......	
(3).—For other claims	......	......
3RD.—RATES AND TAXES—(*Including Municipal Water-rates*)	......	133 2 0
4TH.—CONTRIBUTIONS TO SPECIAL FUNDS.		
(1).—Fire Insurance Fund	......	
Total...	......	133 2 0
Deduct sum chargeable to Fund...	......	......
Total...	......	133 2 0

6th April 1872.

(Signed) J. CRAMP,
Chief Accountant.

ABSTRACT H.
Coaching Traffic for February 1872.

	First Class.		Second Class.		Third Class.		Fourth (Cooly) Class.		Total.	
Mileage Fares ... {Day ... / Night ...	RS. A. P. 0 1 6 / 0 1 10		RS. A. P. 0 0 5 / 0 1 0		RS. A. P. 0 0 3 /		RS. A. P. 0 0 2 /			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1st.—PASSENGERS—		RS. A. P.		RS. A. P.		RS. A. P.		RS. A. P.		RS. A. P.
Single journeys ...	450	6,450 10 0	9,837	12,779 2 0	147,490	1,22,874 5 0	23,130	8,983 0 0	180,907	1,51,087 1 0
Excess fares ...	9	25 1 0	57	39 1 0	1,281	294 14 0	......	......	1,347	359 0 0
Return journeys ...	322	2,625 10 0	496	189 8 0	21,346	5,718 0 6	......	......	22,164	8,533 2 6
Troops and Police.	15	262 7 0	63	542 5 0	2,823	8,173 14 0	......	......	2,901	8,978 10 0
Total...	796	9,363 12 0	10,453	13,550 0 0	172,940	1,37,061 1 6	23,130	8,983 0 0	207,319	1,68,957 13 6
Season Tickets...	5	218 0 0	9	96 11 0	......	......	......	......	14	314 11 0
2nd.—PASSENGERS' LUGGAGE ...									Ton Miles. 9,078	2,708 11 0
3rd.—MILITARY BAGGAGE ...									6,863	1,954 14 0
4th.—CARRIAGES, HORSES, DOGS, etc.									No.	
(1).—Carriages ...									35	817 13 0
(2).—Horses ...									119	1,959 12 0
(3).—Dogs ...									187	262 12 0
										3,040 5 0
5th.—MILITARY CARRIAGES, HORSES, etc.										
(1).—Carriages ...									......	......
(2).—Horses ...									4	36 12 0
(3).—Dogs ...									18	9 8 0
										46 4 0
6th.—PARCELS ...									4,700	6,687 6 5
7th.—SPECIAL TRAINS ...									Train Miles.	
8th.—POST OFFICE.									2,198	17,682 15 0
(1).—Haulage and Hire of Post Office Vehicles ...			{No. of Vehicles / Mileage of Vehicles						......	......
(2).—Special Trains ...									......	......
(3).—Parcels ...								Train Miles ...	......	......
									......	......
										......
								Total ...	......	2,01,392 15 11
								Less outstandings irrecoverable ...	......	......
								Total ...	......	2,01,392 15 11

ABSTRACT I.

Goods Traffic for February 1872.

—	Rate per Ton per Mile.	Ton Miles.	Amount.		
1ST.—MERCHANDIZE, GENERAL.			RS.	A.	P.
1st Class	12 Pies....	1,490,425	80,005	14	11
2nd ,, ...	14 ,, ...	512,266	37,334	14	11
3rd ,, ...	18 ,, ..	366,026	36,367	11	6
4th ,, ...	24 ,, ...	159,270	23,442	14	7
5th ,, ...	36 ,, ...	98,790	18,311	3	0
Special	8 ,, ...	2,059,446	83,729	4	10
		4,686,223	2,79,191	15	9
2ND.—MILITARY STORES	......	65,888	6,216	9	4
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION ...	......	25,498	1,744	13	0
4TH.—MINERALS.					
(1).—For the Public	......	......	...	...	...
(2).—For the Company (construction only).	......	......	...	...	...
		......	...	...	...
5TH.—LIVE STOCK.					
(1).—Horses	......	12,416	1,099	8	0
(2).—Cattle	......	3,773	231	3	0
(3).—Sheep	......	315	66	1	0
		16,504	1,396	12	0
6TH.—MILITARY LIVE STOCK.					
(1).—Horses...	......	28,590	2,448	0	0
(2).—Cattle	......	......	...	...	...
(3).—Sheep	......	......	...	...	...
		28,590	2,448	0	0
7TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, ETC.	......	......	672	10	0
8TH.—INTEREST ON OUTSTANDING BILLS	......	......	396	0	1
Total...	....	... ..	2,92,066	12	2
Less outstandings irrecoverable...	......	......	...	...	...
Total...	......	......	2,92,066	12	2

ABSTRACT K.

Sundries for February 1872.

	RS.	A.	P.
Interest on Revenue balances deposited with Government	...	...	...
Hire of Locomotives	...	...	...
Hire of Vehicles	...	...	...
Mileage of Vehicles and Sheets over foreign Lines	1,792	15	1
Use of Stations jointly occupied	360	0	0
Clearing accounts with other Lines	...	...	...
Tolls on Bridges	...	...	...
Rents of Dwelling-houses	4,942	1	0
,, Refreshment-rooms	829	9	6
Fees on share transfers, etc.	...	...	...
Sale of unclaimed and damaged goods	...	...	...

Sundries.—(Concluded.)

					RS.	A.	P.
Sale of Revenue Stores—							
1. Maintenance	512	0	3				
2. Locomotive	196	4	9				
3. Carriage and Waggon	...	...	...				
4. Traffic	9	8	0				
5. General	44	8	4				
					762	5	4
				Total...	8,686	14	11
Electric Telegraph Earnings					1,385	10	2

(Signed) J. E. ATKINSON,
For *Chief Auditor.*

FIRE INSURANCE FUND.

Nil.

No. 290. ORDER THEREON, 14th May 1872, No. 1,249.

RAILWAY, No. 42-43.

ORDERED that these accounts be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 291. DOCKET, No. 1,250, dated 14th May 1872.

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers :—

No. 292. Endorsement of the Secretary to Government, Revenue Department, dated Madras, 19th February 1872.

From the Acting Collector of the Godavery District, to the Secretary to Government, Revenue Department, dated Camp at Maudapetta, 10th February 1872, No. 6.

I HAVE the honour to ask that the Government may be pleased to re-consider their decision, as conveyed in paragraph 6 of their Proceedings, dated 17th ultimo, No. 109, in regard to the combined road and river embankment proposed to be constructed on the west bank of the Godavery between Vizeswaram and Polaveram.

2. Immediately on receipt of the G. O. quoted, I wrote to the Superintending Engineer (copy of letter enclosed) asking him if I was mistaken in supposing that, in his view, Rupees 50,000 was the share of the cost of the work fairly debitable to the surplus Loan funds. I, herewith, transmit copy of his reply, from which it will be seen that he adheres to his original opinion, which I must say appears to me to be strongly supported by the arguments adduced in its favor that the amount specified fairly represents the proportion of the cost debitable to the State, and that it was never intended to make the Loan funds liable for any but remunerative works. The Government have evidently overlooked that part of the arrangement by which Local funds are made liable for the future maintenance of this most important work, which, if the project is carried out independently, will remain for ever a charge on Imperial revenues.

3. The expediency of combining the two works cannot be questioned, and so far as Imperial interests are concerned, the sooner the project is carried into execution the better. The only point at issue is the share of the cost to be borne by Imperial and Local funds respectively. In submitting the project to Government, I was obliged to accept the professional opinion of Colonel Fischer with regard to this part of the question. If the Government do not consider that he has proved his views to be correct, I would respectfully suggest that the matter be referred for report to some other officer or officers. I am most anxious, on many grounds, that the work should be proceeded with without delay, and the only object I have in view in again bringing the subject before Government is a fair distribution of the cost.

From the Acting Collector of the Godavery District, to the Superintending Engineer, 1st Division, dated Camp at Ramachendrapur, 27th January 1872, No. 10.

With reference to paragraph 6 of G. O., dated 17th instant, No. 109, I have the honour to solicit an expression of your opinion as to the grounds on which the Government have declined to sanction the proposal for carrying out the combined river embankment and road from Vizeswaram to Polaveram.

2. You will observe that the Government are under the impression that it is intended to saddle the loan fund with a larger share of the cost of the proposed work than is necessary for the protection of the delta works for which it is alleged that "a far smaller expenditure than Rupees 50,000 would suffice," which, it is further stated, is "expressly admitted." In the communications which have passed between us on the subject, I cannot find a trace of any such admission. On the contrary, I believe I am justified in the assertion that you have recorded a professional opinion to the effect that Rupees 50,000 represents the share of the total cost of the project fairly debitable to the Loan funds allotted for employment in the improvement and extension of remunerative works. Should I have been mistaken in thus interpreting your views, I shall feel much obliged by your informing me what sum you consider would be sufficient for embanking the Godavery in such a manner as permanently to secure the Western Delta from the dangers of an inundation.

* * *

From the Acting Superintending Engineer, 1st Division, to the Collector of the Godavery District, dated Dowlaishweram, 2nd February 1872, No. 3,403.

In reply to your letter of the 27th January 1872, No. 10, I have the honour to observe that I did not intend such an interpretation should have been put on my words as that contained in

paragraph 6 of G. O. of the 17th January last, No. 109; of course it can be taken in that way by omitting the context and all reference to the greater security the road would afford to the Western Delta works by being maintained in a proper condition, and this the Local Fund Boards expressly undertook to provide for at an annual charge of Rupees 3,000, which, at 5 per cent., represents the interest on Rupees 60,000 capital, whereas the Government contribution asked for was only Rupees 50,000.

2. As regards the sum not being available out of Loan funds, I beg to observe this outlay is proposed for the conservancy of works on which an outlay of 21 lakhs has already been incurred, and on which a further outlay of 13 lakhs has lately been sanctioned; the water-rate obtained from these works is above 8 lakhs a year already, and the further outlay has been sanctioned in the hope the Government may obtain an increase of water-rate; the value of property dependent on these works is probably not less than 30 lakhs, so that half a lakh expenditure for securing their complete efficiency can hardly be classed as an unremunerative work.

3. I am now the only officer left in the department who has witnessed what a flood in the Godavery breaking into one of the deltas can do, and if a breach like that of July 1852 occurred now after so much has been done for the deltas, we should again witness on a considerably large scale what I then saw—three years' work almost destroyed in twenty-four hours; as twenty years' labour has been added since that took place, and the people live in the expectation their present prosperous condition will be secured to them by Government; if any accident of this kind now occurred half a lakh of Rupees would go a very little way to compensate them for their losses, and would not even pay the interest on the water-rate the Government would assuredly lose for one or two years. So that I beg very respectfully to submit I have not attempted to make the Government liable for any outlay of an unremunerative kind; so far from this being the case, I would add that every mile of road the Local funds construct adds far more to the chances of our increasing the water-rate than any expenditure which may be sanctioned for mere extension of irrigation on the principles now maintained.

TRANSFERRED to the Department Public Works for disposal.

(Signed) W. HUDLESTON,
Secretary to Government.

No. 293. Endorsement of the Under-Secretary to Government, Financial Department, dated Fort St. George, 18th April 1872.

Proceedings of the Board of Revenue, dated 16th April 1871, Miscellaneous No. 2,763.

From the President of the Local Fund Boards, to the Secretary to the Board of Revenue, dated Cocanada, 2nd March 1872, No. 19.

WITH reference to the Order of Government, dated 8th February last, No. 138, communicated with the Board's Proceedings of the 22nd idem, Miscellaneous No. 1,317, I have the honour to forward copy of the Superintending Engineer's letter, dated 29th February, No. 3,671, regarding the embankment and road from Vizeswaram to Polaveram.

From the Acting Superintending Engineer, 1st Division, to the President of the Local Fund Board, Godavery District, dated Dowlaishweram, 29th February 1872, No. 3,671.

ADVERTING to paragraph 2 of G. O. of the 8th February 1872, No. 138, communicated with G. O. of the 22nd idem, No. 173, to this office, I have the honour to observe that I have already

in my letter No. 2,072, dated 3rd October last, to your address, furnished a full report on the subject of the road from Vizeswaram to Polaveram, and I have only to add that if the Government still decline to contribute their share for the construction of the road, the maintenance allowance for the work as an embankment must be provided by them, as also all the cost of lunkah grass planting.

2. It may cost somewhat less to make the embankment up and safe from breaching, but nothing can prevent the people using the work as a means of communication in that part of the district, as it is the only thing of the kind they have in a tract quite impassable in the wet weather; hence the cost of maintenance for an inefficient of the work will be quite as great as if the road were complete throughout, so that really there will be no saving to Government in the end, as I before observed a casual remark of mine in a letter should not be taken without its context.

3. Immediately on receipt of the Local Fund Board's Proceedings of the 5th instant, requesting a stop to be put to the work, petitions were made to the officer in charge by the villagers urging the necessity for the work; the line completes a portion of a line already running through the Western Delta, and was warmly approved of by Mr. Fraser, the late Collector, as a means of communication for the whole district.

4. The circumstance of its affording greater security to Government works whence large revenues are obtained by the State can hardly be taken as a ground in equity for obtaining all advantages, particularly that of maintenance for little or nothing. The Zemindars on the left bank of the river are fully alive to the importance of the work in progress, as they are endeavouring through the Tahsildars to prevent the work being executed as much as possible, well knowing that if the lands and property of Government on the right bank of the river are protected their encroachments into the bed of the river from the opposite side will be put a stop to.

5. As desired by Government, I request you will be good enough to forward a copy of this letter to them through the Board of Revenue.

SUBMITTED to Government with reference to Government Order, 8th February 1872, No. 138.

(True Copy and Extract.)

(Signed) J. GROSE,
Secretary.

TRANSFERRED to the Department Public Works.

(Signed) H. E. STOKES,
Under-Secretary.

No. 294. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 22nd March 1872, No. 3,941.

WITH reference to G. O., No. 41, dated 5th March 1871, and my reply thereto, I have the honour to forward herewith copy of a letter received from the Vice President of the Local Fund Board, Rajahmundry Circle, informing me that the Board have passed a Resolution to the effect that the construction of the road from Vizeswaram to Polaveram should be proceeded with.

From the Vice President of the Local Fund Board, Rajahmundry Circle, to the Acting Superintending Engineer, 1st Division, dated Rajahmundry, 16th March 1872, No. 26.

With reference to Government Proceedings No. 138, dated 8th ultimo, and my letter, dated 16th ultimo, No. 15, I have the honour to inform you that the Local Fund Board of the Rajahmundry Circle have passed a Resolution to the effect that I should request you to proceed with the construction of the road from Vizeswaram to Polavcram.

No. 295. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 16th April 1872, No. 216.

In reply to paragraph 4 of G. O., No. 898, of the 5th instant, I have the honour to observe that the height of the work therein referred to is determined by the levels to secure the country below from the effects of the floods, so that, whether it is a road or merely an embankment, the height must be the same; as regards the breadth, I propose to make it five yards wide at top for the roadway three yards wide would suffice as proposed by the late Colonel Anderson if no road was made; but then considering the heavy traffic now existing on it, and the numerous wealthy villages connected by it to the delta, I am of opinion it is far better to make the road at once and maintain this in proper working order; at present the bund is only a foot or eighteen inches wide in places, and there is no security from such a work.

No. 296. Order thereon, 14th May 1872, No. 1,251.

IRRIGATION, No. 10.

The Government are not at all satisfied with the manner in which Lieutenant-Colonel Fischer has dealt with the matter referred to him for report. He has not given such a definite reply, based on facts and figures, as they are entitled to demand from their local professional adviser. It is not sufficient for an Engineer Officer to name a round sum in cases like that under review without stating how he has arrived at the figures named; the opinion of any unprofessional member of the Local Fund Board would be quite as valuable.

2. In his letter under review the Superintending Engineer mentions three yards as the width for embankments recommended by Colonel Anderson, and an additional width of two yards as required to make a good road of embankment. It is presumed, therefore, that the proportion of three to five would, in his opinion, show correctly the relative Imperial and Local interests in the proposed work. As this would amount to Rupees 48,000 out of Rupees 80,000, the Government accede to the proposed original contribution of Rupees 50,000, on the understanding that the future maintenance of the road will be provided by Local Funds.

3. The question of allotting funds will be considered when Superintending Engineers' demands on account of incomplete works of 1872-73 are known.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 297. Read the following paper from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th April 1872, No. 171 :—

Application *from the Agent and Manager of the Madras Railway, requesting the sanction of Government to the following estimates :—*

Estimate of the cost of alterations and additions required at the Salt Cotaur branch in connection with the new Central Station as per plans Nos. 902, 903, 904, and 905	RS. 15,167
Do. do. dwelling-houses for Native Clerks (Traffic Department) at Raichore as per plan No. 908	5,537
Do. do. alterations and additions to waterway and change of gradients on the N. B. Line as per plan No. 16	10,043
Total...	30,747

2. *Alterations and additions, Salt Cotaur Branch.*—In submitting the estimate the Agent and Manager quotes as follows from the report of the Chief Engineer :—

"Several changes are required in the signals on the present Salt Cotaur Branch before the opening of the new Central Station, as it is intended to work this portion of the line on the block system; these are shown in detail on the plan. The signaller's house at Elephant Gate, at present a small building with ground floor only, should have an upper storey, so as to give the signaller, whose station will be on the upper floor, a good view of approaching trains; but in consequence of the treacherous nature of the foundations in this locality, a light wooden superstructure is considered the most suitable (see plan). A double storied signal office is required at the junction of the double and single lines, and also at the junction of the branch and main line. A hut for the gateman at Basin Road level crossing and another for the pointsman at the salt siding are wanted. It is proposed to alter the junction with the main line as shown on the plan, and to take up the cross-over road near the Powder Mills. The signal posts on the branch will be 40 feet high, so as to be clearly distinguishable at a long distance."

"*Dwelling-houses for Native Clerks at Raichore.*—Sufficient time having elapsed since the line has been opened to enable the Traffic Manager to form a correct estimate of the staff required at the different stations. Mr. Church has now applied for clerks' houses at the Raichore station. The native town is at a considerable distance from the station; the clerks' houses are in general design similar to those already built at Wontimetta, but in some parts reductions have been made in the plan now submitted; the monthly rent at 7½ per cent. on the cost amounts to Rupees 5."

"*Alteration of waterway and gradient, Neilgherry Branch.*—On a recent inspection of the Neilgherry branch, I decided to recommend the following increase to the waterway :—

11·45 single to 6 rail girders.
11·53 ,, to 6 do.
12·22 double 6 feet rail girders.
13·11 single 6 feet do.
13·25 ,, 6 feet do.
18·36 single 20 feet opening.

"And I was glad to find by the extract you sent me from the Consulting Engineer's report that Major Prendergast concurred in the desirableness of the addition.

The gradient from 12·8 to 12·43 should be raised so as to give sufficient headway for the bridge proposed at 12 miles 22 chains. I would also recommend that a 6-feet arch be substituted for the 6-feet rail girder already sanctioned at 18 miles 38 chains."

3. Major Prendergast, in his inspection report of January last on the works under construction along the Neilgherry branch line, alludes to the insufficiency of waterway between the 11th and 18th miles.

G. O., No. 464, dated 19th February 1872.

4. I recommend that the sanction of the Government of India may be obtained to the estimated expenditure of Rupees 30,747.

5. Funds are available from the Budget allotments for 1872-73 as follows :—

Alterations and additions to Central Station, Rupees 15,167.	From "unforeseen requirements."
Dwelling-houses at Raichore, Rupees 5,537.	"Minor Works."
Alterations and additions to waterway and gradients on the N. B. Line, Rs. 10,043.	"Schedule A., N. B. Line."

No. 298. ORDER THEREON, 14th May 1872, No. 1,252.

RAILWAY, No. 44.

THE plans and estimates, aggregating Rupees 30,747, received with the foregoing endorsement of the Consulting Engineer for Railways, will be forwarded to the Government of India for sanction.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 299. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,253.

RAILWAY, No. 45.

10 Plans.
4 Estimates.

SIR,—I am directed by the Honourable the Governor in Council to forward the accompanying plans and estimates aggregating Rupees 30,747 for the under-mentioned works :—

	RS.
Alterations and additions on the Salt Cotaur Branch and new Central Station	15,167
Dwelling-houses for the Native Clerks of the Traffic Department at Raichore Station	5,537
Alterations and additions to waterway and raising gradient on the Neilgherry Branch line	10,043
Total...	30,747

2. The report of the Chief Engineer of the Madras Railway quoted in the Consulting Engineer's application fully explains the necessity for these works, and as funds are reported to be available from the Budget allotments of the current year, I am to request that the sanction of the Government of India may be accorded to the proposed outlay.

No. 300. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 20th April 1872, No. 283 :—

At the request of the Postmaster General, I beg you will be good enough to obtain sanction of Government to place at my disposal the necessary funds for the construction of a 5th class Post Office at Gopaulpore, estimate Rupees 1,200, sanctioned by the Deputy Director General of Post Offices in India.

No. 301. Order thereon, 14th May 1872, No. 1,254.

CIVIL WORKS, No. 10.

The sum of Rupees 1,200 is allotted from the Reserve in the Imperial Budget for postal buildings.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 302. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Masulipatam, 24th April 1872, No. 19 :—

I have the honour to request the permission of Government to write off to Profit and Loss Rupees 487-9-7, being the difference between the book value and the actual amount realized by sale of 43,950 bricks, which have remained under the head of "General Stock" for years. These bricks were manufactured previous to the cyclone of 1864, and rendered by it quite useless for building purposes. I have, therefore, directed their sale by public auction.

	RS.	A.	P.
Book value	513	9	7
Sale proceeds	26	0	0
	487	9	7

No. 303. Order thereon, 14th May 1872, No. 1,255.

ACCOUNT, No. 24.

Sanctioned.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 304. Read the following Proceedings of the Madras Government in the Financial Department :—

Intimating that funds will be provided in the Public Works Department for enclosing the burial-ground at Mangalore with a masonry wall. } (Here enter No. 555, dated 24th April 1872.)

No. 305. Order thereon, 14th May 1872, No. 1,256.

ACCOUNT, No. 25.

The question of providing funds for the work will be considered when the Superintending Engineers' Statements of demands from the Reserve come under review.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiacting Secretary to Government.

No. 306. Read the following letter from the Acting Chief Engineer for Irrigation, to the Secretary to Government, Public Works Department, dated Fort St. George, 30th April 1872, No. 7 :—

1 Register.
1 Bill.

I HAVE the honour to forward herewith a Register of land taken up by the Madras Irrigation and Canal Company in the Kurnool District under class A., during the month of November 1871, together with a bill amounting to Rupees 428-3-2 for compensation to be paid thereon, and to request that you will be good enough to obtain the sanction of Government to the same.

No. 307. ORDER THEREON, 14th May 1872, No. 1,257.

IRRIGATION, No. 11.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 308. Read the following letter from the Under Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 1st May 1872, No. 614 G. R. :—

IN acknowledging the receipt of your docket No. 867 of the 27th March 1872, forwarding copy of Proceedings relative to the site of the terminal passenger station of the Carnatic Railway and the general direction of the line, I am directed to return the five plans therewith received, and to request that they may, if necessary, be re-submitted when the estimate and whole project are complete.

No. 309. ORDER THEREON, 14th May 1872, No. 1,258.

RAILWAY, No. 46.

ORDERED to be recorded.

(Sigued) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 310. Read the following letter from the Officiating Superintending Engineer, 4th Division, to the Officiating Secretary to Government, Public Works Department, dated Madras, 29th April 1872, No. 438 :—

IN reference to Government Order, dated 18th January 1872, No. 162, I beg to state that Messrs. Shaw and Tasker state their inability to determine the fee due to Mr. Ottmann for his report on the tank in the village of Yanathoor, and I have now the honour to suggest that a fee of Rupees 10 would be very fair remuneration for Mr. Ottmann for one day during which he was engaged on the report.

No. 311. ORDER THEREON, 14th May 1872, No. 1,259.

ESTABLISHMENT, No. 34.

UNDER the circumstances stated the Government will not object to Mr. Ottmann making a bill on Messrs. Shaw and Tasker for Rupees 10 as remuneration for professional advice afforded by him.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 312. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd May 1872, No. 218:—

I HAVE the honour to forward, for submission to the Government of India, the Revenue Account of the Great Southern of India Railway Company for the month of February 1872.

GREAT SOUTHERN OF INDIA RAILWAY.

Statement of Revenue Account for the month of February 1872.

Expenditure.	Amount. RS.	A.	P.	Earnings.	Amount. RS.	A.	P.
To Maintenance of Way and Works (Abstract A.)...	12,156	0	10	By Coaching Traffic (Abstract H.)	31,001	0	5
,, Locomotive Expenses (Abstract B.)	14,937	5	2	,, Goods Traffic (Abstract I.)	30,363	0	1
,, Carriage and Waggon Expenses (Abstract C.) ...	4,277	6	6	,, Electric Telegraph Earnings	461	9	0
,, Traffic Expenses (Abstract D.)	4,648	1	3	,, Sundries (Abstract K.) ...	362	3	11
,, General Charges (Abstract E.)	3,846	10	5				
,, Special and Miscellaneous Expenditure (Abstract G.)	5	0	0				
	39,870	8	2				
,, Balance Net Earnings...	22,317	5	3				
Total...	62,187	13	5	Total...	62,187	13	5

ABSTRACT A.

Maintenance of Way, Works, and Stations.

	RS.	A.	P.	RS.	A.	P.
SALARIES, OFFICE EXPENSES, AND GENERAL SUPERINTENDENCE	....			1,967	2	2
Engineer's salary	818	3	0			
Allowances	95	0	0			
Inspectors and Subordinate Superintendents ...	616	6	0			
Allowances of do. ...	30	0	0			
Overtime allowances	....					
Office expenses	407	9	2			
MAINTENANCE AND RENEWALS OF PERMANENT-WAY ...	....			8,555	1	1
Wages	3,233	14	0			
Material	5,321	3	1			
REPAIRS OF BRIDGES, ETC—WAGES AND MATERIALS ...	....			181	12	0
Bridges	35	14	0			
Miscellaneous, including earthwork, roads, fencing, etc.	145	14	0			

Maintenance of Way, Works, and Stations.—(Concluded.)

	RS. A. P.	RS. A. P.
REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS	....	1,234 10 0
Repairs of buildings, etc.	1,216 13 5	
Do. of staff quarters	17 12 7	
MAINTENANCE BY CONTRACT	....	....
UNCLASSIFIED EXPENDITURE	....	217 7 7
Plantations	....	
Tools and Plant	217 7 7	
Total...	....	12,156 0 10

ABSTRACT B.

Locomotive Expenses.

	RS. A. P.	RS. A. P.
GENERAL SUPERINTENDENCE	....	2,866 4 0
Salary of Locomotive Superintendent	695 7 4	
Allowances of do.	68 0 0	
Foremen, Fitters, and Subordinate Superintendents ...	1,396 2 2	
Allowances of do. ...	2 2 0	
Overtime allowances	4 6 7	
Office expenses	700 1 11	
RUNNING EXPENSES	....	3,726 1 0
Wages of Drivers and Firemen	2,174 15 0	
Overtime and allowances	377 10 0	
Labour connected with fueling and cleaning engines ...	183 8 0	
Contingent and travelling expenses, etc.	990 0 0	
FUEL	....	5,545 8 6
Coal ... Tons. 112 cwt. 8	2,437 10 10	
Coke	......	
Patent fuel Tons. 133 cwt. 13	2,898 8 6	
Wood ... ,, 41 ,, 0	209 5 2	
WATER—WAGES AND STORES	....	207 15 9
OIL, TALLOW, AND MISCELLANEOUS STORES	....	308 13 9
MAINTENANCE AND RENEWALS OF LOCOMOTIVES AND MACHINERY	....	2,282 10 2
Wages	907 3 11	
Overtime allowances	9 10 6	
Material	1,365 11 9	
PAYMENTS TO OTHER LINES—HIRE OF LOCOMOTIVES ...	....	
UNCLASSIFIED EXPENDITURE	....	
Tools and Plant...	....	
Total...	....	14,937 5 2

ABSTRACT C.

Carriage and Waggon Expenses.

		RS. A. P.	RS. A. P.
GENERAL SUPERINTENDENCE		....	474 15 9
Salary of Locomotive Superintendent...		122 11 8	
Allowances of do.		12 0 0	
Foremen, Fitters, and Subordinate Superintendents...		226 7 10	
Allowances of do. ...		0 6 0	
Overtime allowances		0 12 5	
Office expenses		112 9 10	
REPAIRS AND RENEWALS OF VEHICLES		....	3,367 0 7
Coaching Vehicles—Wages	234 7 3		
Overtime allowances	......		
Materials ...	1,080 10 3	1,315 1 6	
Goods Vehicles—Wages	322 14 10		
Overtime allowances	6 7 3		
Materials	1,722 9 0	2,051 15 1	
CLEANING AND OILING CARRIAGES AND WAGGONS		....	435 6 2
Wages of Carriage Examiners, Oilers, Cleaners, etc.		226 0 0	
Stores, including oil, grease, etc.		209 6 2	
UNCLASSIFIED EXPENDITURE		....	
Tools and Plant		....	
Total...		....	4,277 6 6

ABSTRACT D.

Traffic Expenses.

		RS. A. P.	RS. A. P.
SALARIES, WAGES, ETC.		....	3,542 12 7
General Superintendence		695 14 0	
Assistant Traffic Manager ...	500 0 0	....	
Office Establishment	97 0 0	....	
Travelling allowances	95 0 0	....	
Contingencies	3 14 0	....	
Station Staff, including Gatekeepers of level crossings	......	2,376 14 7	
Train Staff	......	470 0 0	
Guards and Assistant Guards ...	470 0 0	....	
Overtime allowances	......	....	
GENERAL STORES		....	143 10 2
Miscellaneous stores for stations, carriages, etc. ...		105 13 2	
Waggon covers, ropes, etc.		16 14 1	
Office and station furniture and fittings		20 14 11	

Traffic Expenses.—(Concluded.)

	RS. A. P.	RS. A. P.
CLOTHING	....	....
PRINTING, STATIONERY, AND TICKETS	....	218 3 5
MISCELLANEOUS EXPENSES	....	41 4 0
PAYMENTS TO OTHER LINES	....	702 3 1
Hire of vehicles	....	
Mileage of foreign stock	378 3 1	
Expenses at joint stations (Erode Junction) ...	324 0 0	
UNCLASSIFIED EXPENDITURE	....	
Total...	....	4,648 1 3

ABSTRACT E.

General Charges.

	RS. A. P.	RS. A. P.
HOME EXPENDITURE	....	
Directors, Secretary, etc.	....	
Consulting Engineer, Inspecting Officers' fees and allowances	....	
Office expenses	....	
SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES ...	....	3,313 13 1

	Salaries. RS. A. P.	Travelling Allowances. RS. A. P.	Contingencies. RS. A. P.
Agent's office including Audit and Accounts.	2,278 1 3	3 0 0	38 15 4
Store Department ...	665 7 0	....	... ..
Medical do. ...	213 9 7	3 0 0	1 0 10
Total...	3,157 1 10	6 0 0	40 0 2

	RS. A. P.	RS. A. P.
	3,203 2 0	
Rents of buildings and land	....	
Contingencies, including furniture and fittings ...	24 1 7	
Stationery	86 9 6	
Medicines	....	
ADVERTISING	....	11 10 7
ELECTRIC TELEGRAPH	....	521 2 9
Signallers	425 0 0	
Office expenses, contingencies, etc.	96 2 9	
Maintenance, wages, and stores	....	
UNCLASSIFIED EXPENDITURE	....	
Total...	....	3,846 10 5

ABSTRACT G.

Special and Miscellaneous Expenditure.

	RS. A. P.	RS. A. P.
LAW CHARGES	....	....
COMPENSATION	....	5 0 0
For goods lost or damaged	5 0 0	
,, personal injury	....	
,, other claims	....	
RATES AND TAXES	....	
CONTRIBUTION TO SPECIAL FUND (FIRE INSURANCE) ...	....	
Total...	....	5 0 0

ABSTRACT H.

Coaching Traffic.

Mileage Fares.	FIRST CLASS. 18 PIES. No.	FIRST CLASS. Amount. RS. A. P.	SECOND CLASS. 5 PIES. No.	SECOND CLASS. Amount. RS. A. P.	THIRD CLASS. 3 PIES. No.	THIRD CLASS. Amount. RS. A. P.	TOTAL. RS. A. P.
PASSENGERS—							
Single journeys ...	169	886 15 0	493	606 11 0	52,664	27,094 15 0	28,588 9 0
Excess fares ...	11	21 9 0	24	10 4 0	74	28 4 0	60 1 0
Return journeys...	...	...	...	...	198	47 6 0	47 6 0
Troops and Police.	...	...	22	53 4 0	704	866 15 0	920 3 0
Total...	180	908 8 0	539	670 3 0	53,640	28,037 8 0	29,616 3 0
Season Tickets...	...	......	...	......	...	......	......

	Total...	54,359	29,616 3 0
Passengers' luggage	Ton Mileage...	960	286 1 0
Carriages, Horses, and Dogs	No.	97	305 13 0
Carriages ... No. 8 Rs. 65 4 0	...	......	......
Horses ... ... ,, 48 ,, 212 13 0	...	......	......
Dogs ... ... ,, 41 ,, 27 12 0	...	......	......
Military Baggage	Ton Mileage...	9	3 15 0
Do. Horses, Carriages, and Dogs	No.	1	8 1 0
Carriages	...	......	......
Horses ... ... No. 1 Rs. 8 1 0	...	......	......
Dogs	...	......	......
Parcels	Ton Mileage...	922	767 9 0
Special Trains	Train Miles...	......	......
Post Office Parcels	Ton Mileage...	23	13 6 5
	Total...	......	31,001 0 5
	Less outstandings irrecoverable...	......	......
	Total...	......	31,001 0 5

ABSTRACT I.

Goods Traffic.

—	Rate per ton per mile	Ton Mileage.	Amount.	Total.
			RS. A. P.	RS. A. P.
MERCHANDIZE—GENERAL	...	...	....	30,215 14 0
1st Class	12 Pies ...	288,971	17,653 2 0	
2nd ,, ...	14 ,, ...	50,301	3 560 6 0	
3rd ,, ...	18 ,, ...	28,953	2,715 8 0	
4th ,, ...	24 ,, ...	3,920	482 15 0	
5th ,, ...	36 ,, ...	2,540	479 3 0	
Special ,, ...	8 ,, ...	123,015	5,324 12 0	
MILITARY STORES...	...	387	....	48 2 0
RAILWAY MATERIAL FOR CONSTRUCTION ...	...	28	....	2 12 0
CORPSES	...	1	....	20 8 0
Public	...	...	....	
Company	...	...	....	
LIVE STOCK	...	...	....	34 6 0
Public	...	...	....	
Military	...	437	34 6 0	
RENTS AND DEMURRAGE, WHARFAGE, STORAGE	...	...	....	41 6 1
INTEREST ON OUTSTANDING BILLS ...	...	...	....	....
Total...	...	...	....	30,363 0 1
Less outstandings irrecoverable...	...	...	....	....
Total...	...	...	....	30,363 0 1

ABSTRACT K.

Sundry Receipts.

	RS. A. P.	RS. A. P.
INTEREST ON REVENUE BALANCES DEPOSITED WITH GOVERNMENT	....	....
HIRE OF LOCOMOTIVES	....	....
DO. OF VEHICLES	....	....
MILEAGE AND DEMURRAGE OF VEHICLES ON FOREIGN LINES	....	....
RENTS OF BUNGALOWS	....	....
SALE OF UNCLAIMED PROPERTY	....	273 0 1
FEES ON SHARE TRANSFERS, ETC.	....	0 10 6
SALE OF REVENUE STORES	....	....
Maintenance of way and works	....	88 9 4
Locomotive expenses	74 8 0	
Carriage and waggon do.	6 4 0	
Traffic expenses	....	
General charges	7 13 4	
	....	
Total...	....	362 3 11

NEGAPATAM,
25th April 1872.

(Signed) J. SMITH,
Chief Auditor.

(Signed) W. S. BETTS,
Agent and Traffic Manager.

(Signed) S. M. JOHNSON,
Asst. Controller, D. P. W.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 313. ORDER THEREON, 14th May 1872, No. 1,260.

RAILWAY, No. 47.

ORDERED that these accounts be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 314. (DOCKET No. 1,261, dated 14th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 315. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 1st May 1872, No. 215 :—

MADRAS RAILWAY.

Report of an Accident on the Madras Railway.

Collectorate.—Chingleput. *Railway District, Section, and Mile.*—1st Division, South-West Line, Perambore Works, 4th mile from Madras. *Date on which the accident occurred.*—27th April 1872. *Nature of the Accident.*—The man while striking a piece of iron in the smith's shop had his left arm cut at the elbow by a chip which flew up and hit him. *Nature of assistance afforded.*—Attended to by the Apothecary and sent to the Monegar Choultry. *Occupation of the injured.*—Punnen, a striker (No. 490) in the smith's shop, aged 24 years. *Gratuity proposed to be given or not.*—None proposed at present. *Reported to the Police authorities.*—Not reported. *Remarks.*—None.

PERAMBORE WORKS,
29*th April* 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

To the Consulting Engineer for Railways for information.

(Signed) R. B. ELWIN,
Agent and Manager.

29*th April* 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

No. 316. ORDER THEREON, 14th May 1872, No. 1,262.

RAILWAY, No. 48.

ORDERED to be recorded.

(Signed) G. W. WALKER Colonel, R.E.,
Officiating Secretary to Government.

No. 317. Read the following letter from the Special Executive Engineer, Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 1st May 1872, No. 194 :—

I BEG to forward an explanation regarding the building now in progress at Goodalore, which was commenced before the separation between Imperial and Provincial Funds was made. The building is intended to accommodate not only the Sub-Magistrate's Cutcherry and Subsidiary Jail, but also the Post Office, the latter being a charge properly debitable to Imperial Funds.

2. The original estimate for the whole work was Rupees 20,230, of which up to the end of March 1871 (when the separation in funds took place) the expenditure on the Post Office portion was Rupees 1,000 out of its share of the total estimate of Rupees 1,650, leaving a balance of Rupees 650 still unexpended.

3. No provision at all was made from Imperial Funds for operations in 1871-72, but as it was impossible to proceed with the rest of the building and leave this part a gap, a certain amount was necessarily paid for out of Provincial grants, which, I presume, should now be recovered.

4. A supplemental estimate was sanctioned in G. O., No. 2,794, dated 4th November 1871, amounting to Rupees 2,110, of which Rupees 195 appertained to the Post Office portion of the work; thus raising the balance of estimate to be provided for latter to Rupees 845, which sum I have the honour to request may be granted in order that the building may be completed before the monsoon.

5. There will be a slight excess of about $1\frac{1}{4}$ per cent. over estimate on whole work, but this can be met from the Provincial grant of 1872-73.

6. The accompanying statement explains exactly how the whole case stands.

Statement regarding Post Office at Goodalore, accompanying letter No. 194, dated 1st May 1872, to the Secretary to Government.

	RS.
Original estimate for whole building sanctioned, G. O., No. 3,855, dated 8th December 1869	20,230
Of which for Cutcherry and Subsidiary Jail	18,580
Balance, being share of estimate for Post Office	1,650
Expenditure on latter up to 31st March 1871	1,000
Balance to be met from Imperial Funds	650
Add supplemental estimate sanctioned, G. O., No. 2,794, dated 4th November 1871	195
Total balance to be provided from Imperial Funds, 1872-73 ...	845

WYNAAD, VYTHERY,
1st *May* 1872.

(Signed) R. B. KENNEDY, Major,
Special Executive Engineer, Wynaad.

No. 318. ORDER THEREON, 14th May 1872, No. 1,263.

CIVIL WORKS, No. 11.

THE sum of Rupees 845 applied for in this letter will be placed at Major Kennedy's disposal from the Reserve in the Imperial Budget for Postal buildings.

(Signed) G. W. WALKER Colonel R.E.,
Officiating Secretary to Government.

No. 319. Read the following Proceedings of the Madras Government in the Military Department, dated 3rd May 1872, No. 1,456 :—

From the Quarter Master General, to the Secretary to Government, Military Department, dated Fort St. George, 22nd April 1872, No. 3,357.

WITH reference to paragraph 3 of Proceedings of Government, Department Public Works, No. 856,* dated 27th March 1872, and to the subsequent orders,† I have the honour, by order of His Excellency the Commander-in-Chief, to forward a list of works recommended for execution from the additional assignment of Rupees 70,000 from the 1 lakh provided in the Budget of 1872-73.

* Milty. Dept. No. 1,098, dated 4th April 1872.
† No. 1,106, dated 4th April 1872.
,, 1,186, ,, 9th ,, ,,
,, 1,229, ,, 12th ,, ,,
,, 1,268, ,, 15th ,, ,,

ORDER.—Approved.
(True Extract.)

(Signed) A. C. SILVER, Colonel,
Officiating Secretary to Government.

No. 320. ORDER THEREON, 14th May 1872, No. 1,264.

ACCOUNT, No. 26.

THE Government of India will be requested to sanction the proposed appropriation of the additional assignment of 1 lakh of Rupees made for Military Works, with the following modifications:—

2. The grant for the School-room for adults (Infantry), Bangalore, is reduced from Rupees 8,000 to Rupees 7,830, which is the unexpended balance of the estimate and the amount which the Superintending Engineer has applied for.

3. The allotment for providing laboratory accommodation in the Bangalore Fort is reduced from Rupees 2,200 to Rupees 1,610, the estimate submitted by the Superintending Engineer being for the latter amount.

4. These reductions amount to Rupees 760, which will be added to the grant for the barracks at the Mount.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 321. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,265.

ACCOUNT, No. 27.

* 12th March 1872, No. 246-A. G.

SIR,—With reference to paragraph 3 of the orders* of the Government of India on the Madras Imperial Budget Estimate for 1872-73, I am directed to forward the accompanying statement showing the manner in which this Government propose to appropriate the additional assignment of 1 lakh of Rupees sanctioned by the Government of India under "Military," and to state that the selection of works has been made in communication with His Excellency the Commander-in-Chief. I am to request the early sanction of the Supreme Government to the proposals contained in the statement to ensure the grants being fully utilized during the current year.

Executive Division.	Projects. Locality.	Projects. Description.	Amount of Estimate.	Computed Expenditure up to 31st March 1872.	Estimate, 1872-73.	Remarks or References.
			RS.	RS.	RS.	
Vizagapatam ...	Vizagapatam...	Constructing a new Native Infantry Hospital.	22,000	...	6,170	Item No. 1 of Budget of 1872-73. Additional grant. Revised estimate called for.
Chingleput ...	Poonamallee ...	Do. three semi-permanent dry-earth latrines.	3,560	...	3,560	G. O., No. 1,470 of 1871. Item No. 4 of Budget of 1872-73. Additional grant.
Do. ...	St. Thomas' Mount.	Barracks, etc., for two Field Batteries in the Horse Artillery Lines.	2,37,885	1,60,000	44,416	G. O., No. 934 of 1872. Item No. 2 of Budget of 1872-73. Additional grant.
Salem	Oossoor ...	Stables at the Remount Depôt	27,200	20,786	6,414	G. O., No. 213 of 1871.
Bangalore ...	Bangalore ...	School-room for adults (Infantry) ...	22,000	14,170	7,830	G. O., No. 2,224 of 1871.
Do. ...	Do. ...	Alterations to the Store in the Fort at Bangalore for converting it into a laboratory of the Magazine.	1,610	...	1,610	G. O., No. 1,247 of 1872.
			...	...	70,000	
		Repairs.				
....	....	Presidency	...	...	10,000	
....	....	Chingleput	...	...	6,000	
....	....	North Arcot	...	...	2,000	
....	....	Bangalore	...	...	8,000	
....	....	Trichinopoly	...	...	4,000	
			...	...	30,000	
		Total for New Works and Repairs...	...	...	1,00,000	

No. 322. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Masulipatam, 22nd April 1872, No. 14 :—

I HAVE the honour to submit, for the sanction of Government, a revised estimate and comparative statement for the construction of the Police Station-house at Chebrole in the Kistna District, amounting to Rupees 760, or 80 Rupees in excess of the original estimate sanctioned in G. O., No. 1,686, of 13th July 1870. The increased cost is chiefly due to higher rates than originally calculated on, being necessary for the teak-wood and asphalte work, and to the omission of the flooring in the original estimate as explained in the remarks column of the comparative statement. This document has been countersigned by the Inspector-General of Police in token of his approval. Provision will be made by that officer for the increased expenditure out of the Rupees 4,000 (Provincial Budget Item 60) allowed for Police buildings in 1872-37, should the accompanying statement be sanctioned.

1 Revised Estimate.
1 Comparative Statement.

No. 323. ORDER THEREON, 14th May 1872, No. 1,266.

CIVIL WORKS, No. 12.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 324. Read the following Proceedings of the Madras Government in the Revenue Department :—

(Here enter No. 759, dated 11th May 1872.)

No. 325. ORDER THEREON, 14th May 1872, No. 1,267.

ACCOUNT, No. 28.

THE Government observe that the original repair allotment for works of irrigation in the Salem District is only Rupees 35,000, and it has not been increased from the additional $3\frac{1}{4}$ lakhs granted by the Supreme Government. They recognize the necessity for supplementing it, and as the means at disposal will not admit of the outlay which the recent storm damages has necessitated being met, it is proposed to apply to the Supreme Government for a special grant for the purpose. There can be, however, no immediate want of funds in any district as it is the commencement of the official year. Superintending Engineers should estimate their probable, further requirements and report in due course.

2. In the matter of professional assistance, it is remarked that the Salem Range would appear to be unusually well off with one Executive Engineer and one Sub-Engineer attached to it, besides Taluq Overseers. The Sub-Engineer, however, is not a competent man, and separate orders have been passed to enable the Government to replace him at an early date.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 326. *Under date the* 14*th May* 1872, *No.* 1,268.

ESTABLISHMENT, No. 35.

Mr. Blacker was instructed, through the Superintending Engineer, in G. O., No. 668, dated 11th March 1872, to take steps for his transfer to the Pension establishment, and as the Government have had no report of his having done so, they resolve to allow him three months' time from the date on which these orders may be communicated to him, at the expiration of which period his appointment will be filled up, and promotion given to active and deserving men.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 327. Read the following Circular from the Government of India, Public Works Department (Buildings and Roads—Miscellaneous), dated Fort William, 18th April 1872, No. 28 :—

Copy of the following forwarded to the Local Governments and Administrations noted in the margin for information and guidance as having general application.

Governments of Madras, Bombay, Bengal, North-Western Provinces and the Punjab ; Chief Commissioners of Oudh, Central Provinces and British Burmah ; Resident at Hyderabad ; Agents to the Governor-General, Central India and Rajpootana ; and Superintendent of Port Blair and the Nicobars.

Copy also forwarded to the Home, Financial and Military Departments for information.

(By Order,)
(Signed) J. J. SCOTT,
Asstt. Secy. to the Govt. of India.

Resolution by the Government of India, Financial Department, dated 15th January 1872, No. 262.

Read again Financial Accounts Proceedings Nos. 18—20, September 1871, regarding the financial position of the Bombay Harbour Trust and Elphinstone Estate.

Read Office Memorandum from the Military Department, No. 32, of the 1st November last, forwarding, for consideration, correspondence with the Government of Bombay regarding a claim for rent from the Imperial Government for land temporarily occupied on the

Apollo Bunder Reclamation, Bombay, for a special purpose ; and suggesting that some specific provision similar to that settled in the future Elphinstone Trust for land which the Government may require to resume permanently for a public purpose, be made in all new trusts of land which Government may require to occupy temporarily for a public purpose.

RESOLUTION.—The Governor-General in Council is of opinion that there is no objection to reserving the right of Government to use any part of the land made over to the trust temporarily for public purposes without payment, provided that the land is not used by or on behalf of the trust, the occupation being limited to three months. This arrangement will not include any right in respect to basins or wharves hereafter constructed out of such land.

ORDER.—Ordered that the foregoing Resolution be communicated to the Military Department for information, and that the original papers received from that department be returned, copies being kept.

No. 328. ORDER THEREON, 14th May 1872, No. 1,269.

CIVIL WORKS, No. 13.

COMMUNICATED to Superintending Engineers.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 329. Read the following Circular from the Government of India, Public Works Department, (Account—General,) dated Fort William, 18th April 1872, No. 30 :—

COPY of the following correspondence forwarded to all Local Governments and Administrations noted in the margin and to the Accountant-General, Public Works Department, for information and guidance.

To Governments of Madras, Bombay, Bengal, North-Western Provinces and Punjab.
Chief Commissioners, Central Provinces, Oudh, British Burmah and Mysore.
Resident, Hyderabad.
Agents, Governor-General, Central India and Rajpootana.
Superintendent, Port Blair.

Copy also to the Financial Department for information.

(By order)

(Signed) P. P. O'CONNELL, Lieut.-Col., R.E.,
Offg. Depy. Secy. to the Government of India.

From the Assistant Secretary to the Government of the North-Western Provinces, in the Public Works Department, Irrigation Branch, to the Secretary to the Government of India, Public Works Department, dated 26th March 1872, No. 642 I. C.

WITH reference to Government of India Circular No. 8, Railway, of the 10th ultimo, regarding the capitalization of the abatement of assessment of revenue on land taken up by Government which by your No. 51 A—I of 10th ultimo, is made applicable to the accounts of Irrigation

projects. I am directed to inquire whether the provisions of the Circular are intended to apply to land which has been paid for out of Loan Funds for the distributaries of the Ganges and Eastern Jumna Canals, or only to that taken up for complete projects such as the Agra Canal.

From the Government of India, Public Works Department, to the Joint Secretary to the Government of the North-Western Provinces, in the Public Works Department, Irrigation Branch, dated 18th April 1872, No. 138.

I AM directed to acknowledge the receipt of your letter No. 642. I—C of the 26th ultimo, inquiring whether the provisions of Public Works Department Circular No. 8 R of 1872, requiring that the abatement of assessment of revenue on account of land taken up by the Government for large projects should be capitalized, are intended to apply to the land which has been paid for out of loan funds for the distributaries of the Ganges and Eastern Jumna Canals, or only to that taken up for complete projects such as the Agra Canal.

2. In reply, I am to state that not only should the loss of land revenue due to the distributaries of the Ganges and Eastern Jumna Canals now being constructed from loan funds be capitalized, but the entire loss of revenue from the first commencement of operations thus attributable to the lands taken up for these canals and similar works on which loan funds are now being expended, or a Capital or Revenue Account kept up, should also be dealt with in like manner as far as may be possible, and every endeavour should be made to ascertain what this loss of assessment may amount to in each case.

No. 330. ORDER THEREON, 14th May 1872, No. 1,270.

ACCOUNT, No. 29.

COMMUNICATED to the Acting Chief Engineer for Irrigation and to Superintending Engineers, in continuation of G. O., No. 636, dated 8th March 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 331. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 4th May 1872, No. 296 :—

REFERRING to G. O., No. 121, of 13th September last, I have the honour to request the sanction of Government to the sale by public auction of the two solitary cells referred to therein. The Officer in charge of Kurnool Range reports that these buildings are fast falling into ruins.

2. They are not required for any purpose and are not worth repairing.

No. 332. ORDER THEREON, 14th May 1872, No. 1,271.

CIVIL WORKS, No. 13.

THE sale of the materials of the two solitary cells in question is sanctioned.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following letters :—

No. 333. From the Superintending Engineer, 2nd Division, to the Chief Engineer for Irrigation, dated Camp at Vinjamoor, 2nd February 1871, No. 151.

I HAVE the honour to bring to your notice that the undermentioned statement shows prices realized by the sale of tank beds which have been thrown out of use as such by the construction of the Kistna anicut and its subsidiary works :—

Taluqs.	Name of Villages.	Name of Tanks.	Tank bed lands. Extent.	Tank bed lands. Assessment.	Amount realized by sale.
			A. C.	RS. A. P.	RS. A. P.
Rapalli ...	Evani	Ruined tank ...	30 5	......	34 0 0
	Kaitapully ...	Tallachervoo ...	39 45	......	167 0 0
	Kamarazugudda.	Tank	68 50	......	3,095 8 6
	Bhuttiprole ...	Tank	154 11	......	7,475 14 11
Gudevada ...	Payaru	Vadda Chervoo tank	20 70	* 124 4 0	35 10 0

2. I shall be obliged by your obtaining the permission of Government to my entering these sums against the amount expended on the anicut, etc.

No. 334. From the same Officer, dated Camp at Ongole, 25th March 1871, No. 181.

IN reply to your memorandum No. 37, 11th February, I have the honour to enclose copy of the Collector's reply to my inquiry regarding the amounts realized by the sale of the land in the Evani and Kaitapully tank beds.

2. The Range Officer reports that the drainage of the former is not good, but he is surprised at the small sums obtained at Kaitapully. I fully concur in his opinion that the land is fertile and ought to have sold well; we cannot understand why there was no competition, for there were many applications made to this department to procure its surrender for cultivation; but, judging from his action in the matter of a grant of a piece of land, I believe the proposition was opposed by the Tahsildar.

3. In all cases of conversion of tank beds the opinion of the Superintending Engineer is called for under ruling No. 8,218, dated 6th November 1869, of the Board of Revenue. If he is of opinion that the channels command the tank which is useless as a reservoir, and the Collector approves, the Board sanctions the sale.

		RS. A. P.
* Dry Sist	... ...	41 7 0
Water-tax	... ...	82 13 0
		124 4 0

From the Officiating Collector, Kistna District, to the Superintending Engineer, 2nd Division, dated Masulipatam, 16th March 1871, No. 859.

WITH reference to your letter No. 351, dated 7th March 1871, I have the honour to inform you that the prices at which tank beds were sold at Evani and Kaitapully villages were very low compared with those at which the lands in the tank beds of Kamarazugudda and Bhuttiprole were sold. The increase or decrease in the prices of lands is always dependent on the fertility of the soil. The lands of Evani and Kaitapully tank beds are said to be inferior in quality to those of Kamarazugudda and Bhuttiprole villages. All the lands were duly advertised and sold by auction. There was competition in these cases and none almost in the others.

No. 335. ORDER THEREON, 14th May 1872, No. 1,272.

IRRIGATION, No. 12.

IN the first of these letters the Superintending Engineer requests permission to bring to the credit of the Kistna anicut a sum of Rupees 10,808-1-5, being the amount realized by the sale of the beds of certain tanks which are no longer required as reservoirs, the lands formerly dependent upon them being now supplied by the delta works. It appears but fair that the sum realized by the sale of the tanks should be credited to the anicut works; the amount should therefore be brought to the credit of the anicut in the Remunerative Statement of 1871-72, it being noted in the column of remarks that the amount has been realized by the sale of the beds of tanks which are no longer required.

2. The second letter gives cover to a letter from the Collector stating that the lands in the beds of the tanks were duly advertised for sale, and accounting for the very small sums realized by the lands in the beds of the Evani and Kaitapully tanks owing to the inferiority of the quality of the soil in the beds of those tanks and to the small competition for them.

	RS.	A.	P.
Evani	1	1	10
Kaitapully	4	3	8
Payaru	1	11	6
Kamarazugudda	45	3	0
Bhuttiprole	48	8	2

3. The amounts realized per acre are noted in the margin. The sums realized by the sale of the three first tanks are too small to be attributed to poverty of soil. It is possible that other causes may have operated to keep down the price, such as combination among the bidders, ignorance of the fact that the lands would continue to be irrigated, etc.

4. The papers will be referred to the Revenue Department, in view to such measures as may be necessary to guard the interests of the State, such, for instance, as fixing an upset price, dividing the land into convenient blocks, etc., etc., being adopted in future.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 336. Read the following papers :—

PUBLIC WORKS, ORDINARY, MADRAS.

Statement of Payments made in England during the month of March 1872 on account of Stores and Freight for Public Works, Ordinary, treated as final charges in the Home Accounts.

1872.			No. of Indent.	£ s. d.
15th March.	A. Laming and Company	Freight per *Mont Cenis* ...	....	2 1 9
9th ,,	J. Stone and Company ...	Square iron nuts...	No. 1,037, 15th Dec. 1870.	16 5 0
25th ,,	The Farnley Iron Company.	Twenty Iron plates, cwt. 39 2 13 at 20 9.	No. 908, 15th Dec. 1869.	138 4 4
30th ,,	The Thames Iron Works, etc., Company.	Two wrought-iron steam boilers for sea dredgers.	No. 1,037, 15th Dec. 1870.	376 0 0
...	Gosman and Smith ...	Freight per *Bride*	....	0 10 9
				533 1 10

INDIA OFFICE,
19th April 1872.

(Signed) J. W. KEITH,
Accountant.

No. 336A. ORDER THEREON, 14th May 1872, No. 1,272A.

ACCOUNT, No. 30.

COMMUNICATED to the General Superintendent of Public Works Stores and the Controller of Public Works Accounts, in continuation of G. O., No. 1,098, dated 30th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 337. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 11th May 1872, No. 672-G. R :—

I AM directed to acknowledge the receipt of your letter No. 1,035, dated the 22nd April 1872, reporting the rates that have been sanctioned by the Government of Madras, subject to confirmation by the Government of India, for the carriage of construction railway materials on the railways in the Madras Presidency.

2. In reply I am directed to observe that the rates agreed upon were deduced from an analysis of the average carrying cost of all classes of goods, some of which are of great bulk, and can hardly be accepted as a guide in determining the cost price rate for the transport of such articles as railway construction materials. Besides this, in arriving at the actual cost of the haulage of goods belonging to the Company, the expenditure on all fixed establishments should apparently be excluded from the calculation as having no real bearing on the outlay due to the transport of these stores, as the Companies are not supposed to make any profit out of the carriage of construction stores, etc.

3. When stores are taken in small quantities on construction account by ordinary trains, they may be said to be carried at little or no expense to the Company, especially when they are taken in the direction of the empty running. When they are taken in large quantities in the same direction (*i. e.*, in the direction of empty running) it must be admitted that the actual cost of haulage is considerably less than the average carrying cost of goods of all descriptions in both directions.

4. It seems also to have been overlooked that, whereas goods for the public cannot be kept for any time, the Company's construction materials may generally be despatched whenever convenient, and in such manner and quantities as economy may dictate.

5. In conclusion I am to add that the Government of India believe that 4 pies per ton mile will more nearly represent the actual cost, *plus* a small margin for contingencies, of carrying construction materials on the railways in the Madras Presidency.

No. 338. ORDER THEREON, 14th May 1872, No. 1,273.

RAILWAY, No. 49.

COMMUNICATED to the Consulting Engineer for Railways for any remarks he may have to offer.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 339. Read the following letter from Major W. CHRYSTIE, R.E., for Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maharajah of Mysore, to the Secretary to Government, Public Works Department, dated Bangalore, 26th April 1872, No. 770 :—

I HAVE the honour to forward herewith extract from the Proceedings of the Bangalore Cantonment Municipal Commission of the 15th instant, praying, on behalf of the inhabitants of the suburb of Ulsoor, that a branch pipe may be laid from the main of the Horse Artillery Barracks (all expenses of the same to be met by the Board); and in so doing am desired by the Chief Commissioner to solicit the favourable consideration of His Excellency the Governor to the proposal, the main in question forming portion of the Ulsoor Water-supply Works, which are the property of the Madras Government.

Extract from the Board's Proceedings of an ordinary Meeting of the Cantonment Municipal Commission held at their Office on the 15*th April* 1872.

* * * *

RESOLUTION.—While accepting the present grant-in aid of Rupees 10,000, and directing that Colonel Sankey's suggestions for deepening the several reservoirs should be carried out with all practicable despatch, the Board desire to plan on record their acknowledgments to the Chief Commissioner for this most liberal and timely contribution, giving them as it does the means of carrying out works urgently needed, and of great public utility ; it is further resolved that the Chief Commissioner be solicited to bring to the notice of the Madras Government the urgent want of water felt by the inhabitants of Ulsoor, and their undoubted claim to be supplied with water from the Ulsoor tank after the wants of the Military have been duly and fully met. The Board believe that this could be most efficiently and economically accomplished by laying a branch pipe

into Ulsoor from the main at the Horse Artillery Barracks. All additional expenses thus incurred to be defrayed by the Board ; they would add that the measure now proposed recommends itself on sanitary grounds, as it would tend to put a stop to the practice now prevailing of large numbers of people resorting to the tank for their daily supply, and thus fouling the water. As the present grant-in-aid was allotted for a special purpose, no portion of it can be diverted away for the carrying out of other works, but to provide for the immediately urgent wants of the inhabitants of Ulsoor, measures will be at once adopted for cleaning out all the present existing wells, as also for sinking fresh ones in suitable and convenient localities.

(True Extract.)

(Signed). J. H. ORR,
President, Municipal Commission.

No. 340. ORDER THEREON, 14th May 1872, No. 1,274.

MILITARY WORKS, No. 15.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 341. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Chief Commissioner, of Mysore, dated 14th May 1872, No. 1,275.

MILITARY WORKS, No. 16.

SIR,—With reference to Major Chrystie's letter of the 26th ultimo, No. 770, I am directed to forward, for your information, the accompanying copy of Proceedings No. 558, dated 1st March 1872, in which this Government expressed themselves unwilling to allow the Municipality to participate in the water-supply from the Ulsoor tank in consequence of the uncertainty which exists as to whether the supply from that tank and from the Dhobies' Wells will suffice to meet the requirements of the troops throughout the year.

No. 342. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Masulipatam, 29th April 1872, No. 23 :—

I HAVE the honour to forward a comparative statement, duly countersigned by the Assistant Master Attendant at Madras, showing reasons for an excess of Rupees 145 above the amount sanctioned in G. O., No. 163, of 23rd November 1871, for constructing a retaining wall round the light-house at Point Devi and two cook-rooms, and requests that the sanction of Government may be accorded to it and an allotment of funds made.

One comparative statement.

No. 343. ORDER THEREON, 14th May 1872, No. 1,276.

CIVIL WORKS, No. 14.

WITH this letter the Superintending Engineer of the 2nd Division submits a comparative statement exhibiting an increase of Rupees 145 over the amount sanctioned* for the construction of two

* G. O., No. 303, dated 13th November 1871, Marine Department.

cook-rooms and a retaining wall in connection with the light-house at Point Devi, and explains that the excess is due to the materials having to be brought from Bezwada by canal to Masulipatam and thence by sea to the work instead of being conveyed direct by river, as was originally provided for, the river not being navigable at the time the estimate was approved.

2. Under these circumstances the Government sanction the excess, and allot the requisite funds from the reserve under Civil Buildings in the Provincial Budget.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 341. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 30th April 1872, No. 210 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th April 1872, No. 258.

In accordance with the request contained in your office letter No. 186 of the 16th ultimo, and with reference to G.O., No. 732, dated the 12th idem, I have the honour to request that the following proportionate charges to Capital and Revenue of this Company's General Charges, which have already been sanctioned by the Government of Madras, may be submitted for the approval of the Government of India, namely :—

Division of General Charges for the half-year ending June 30th, 1872.

	Capital.	Revenue.
General Management	62·	38·
General Superintendence...	82·	18·
Electric Telegraph Department	39·	61·
Deputy Chief Engineer on Permanent-way	70·	30·
1st Division, South-West Line	5·	95·
2nd do., do.	7·	93·
3rd do., do.	19·	81·
4th do., do.	31·	69·
1st do., North-West Line	9·	91·
2nd do., do.	78·	22·
General Stores Department	67·	33·

2. The Chief Auditor in forwarding me the above statement remarks as follows :—

"You will observe from the Proceedings of the Government of India, Fort William, 5th March 1872, that these proportions should have been sent forward for the approval of the Government of India by the 25th March, that however was not possible; and in the course of a discussion which took place in my office on this subject, it appeared doubtful whether this course was necessary provided we had special sanction for what we were doing, and if we followed the instructions laid down in reference to charging all establishments excepting those wholly chargeable to Capital to Revenue in the first instance, but a further reference to the order shows that these percentages will require the confirmation of the Government of India."

3. I have the honour to express my regret that, under the circumstances explained above, the wishes of the Government of India were not complied with by the date specified.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 29th April 1872, No. 263.

WITH reference to my letter No. 258 of the 27th instant, I have the honour to state that I have this afternoon had some conversation with the Government Examiner and the Chief Auditor as to the rules for the division of the charges for general management between Capital and Revenue.

2. The division, as shown in my letter mentioned above, was approved by the Stores Committee, and afterwards confirmed* by the Government, but they are not quite in accordance with the directions of the Government of India, as communicated by G. O.,† No. 186 of the 16th ultimo.

* *Vide* G. O. No. 377 of the 7th February 1872.

† Received on the 17th instant.

3. I trust, however, that, considering the circumstances under which they were adopted, and that they have been in force up to the present time, the Government will sanction the present division being continued to the end of the current half-year, when a revised division will be submitted for approval.

SUBMITTED to Government in continuation of this office endorsement No. 157, dated 27th March 1872.

2. The Agent and Manager of the Madras Railway Company requests to be permitted to continue, till the end of the current half-year, the apportionment of General Charges between Capital and Revenue, or the percentages approved by Government in Order No. 377, dated 7th February 1872.

3. I beg to recommend that the request be granted, and that the revised system under Rule IV. of Resolution No. 284 A.R., dated 5th March 1872, may commence from the 1st of July next.

G. O., No. 732, 12th March 1872.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 345. ORDER THEREON, 14th May 1872, No. 1,277.

RAILWAY, No. 50.

ORDERED that these papers, together with a copy of the Proceedings of the 7th February 1872, No. 377, be forwarded to the Government of India, in continuation of No. 911, dated 5th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 346. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,278.

RAILWAY, No. 51.

SIR,—In continuation of docket No. 911, dated 5th April 1872, forwarding, for the orders of the Government of India, proposals for the apportionment between Capital and Revenue of the General Charges of the Great Southern of India and Carnatic Railways, I am directed to forward the accompanying papers in which it is requested that on the Madras Railway the percentages which were approved* by this Government for the current half-year may be allowed to be continued up to the 1st July next, when the principles of adjustment laid down in the Resolution of the 5th March 1872, No. 284 A.R., will be adopted in their integrity; and for the reasons adduced by the Agent, I am to support his application.

* G. O., No. 377, dated 7th February 1872.

2. The delay which has occurred in the submission of these proposals has, I am to add, been unavoidable.

No. 347. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 19th April 1872, No. 187 :—

I HAVE the honour to submit, for the orders of Government, statements showing the Temporary and Survey Establishments proposed to be employed by Superintending Engineers for Imperial purposes other than Extraordinary during the current official year.

2 Statements.
1 Original letter from Acting Superintending Engineer, 5th Division, No. 301, dated 11th March 1872, with one Enclosure.

2. The total demands under both heads are below those made in 1871-72, as will be seen from the following statement :—

—	General purposes.		Survey duties.	
	1871-72.	1872-73.	1871-72.	1872-73.
	RS.	RS.	RS.	RS.
First Division	3,096	4,056	2,196	1,031
Second ,, ...	1,548	1,296	......	......
Third ,, ...	540	648	2,042	2,514
Fourth ,, ...	5,169	4,008	4,464	2,232
Fifth ,, ...	......	480	2,808	3,012
Sixth ,, ...	1,620	1,296	1,152	2,064
Seventh ,, ...	2,772	1,836	......	......
Wynaad	3,504	3,504	......	......
8th Division	1,175	540	......	1,140
Total...	19,424	17,664	12,662	11,993

3. The Budget grant for Temporary Establishments for 1872-73 is Rupees 50,000, deducting from which the cost (Rupees 29,657*) of the establishments applied for, there remains a balance of Rupees 20,343.

	RS.
* For general purposes	17,664
Survey duties	11,993
	29,657

4. Under "Temporary Establishments for general purposes," provision is made for the three new establishments noted in the margin. No explanation has been furnished *to this office* of the necessity for the first establishment. The entertainment of the other two is recommended by the Superintending Engineers concerned, on the ground that the Range Office Establishments to which it is proposed to attach them are unable to carry on current duties. Upon this point the orders of Government are solicited.

Vizagapatam, Mr. Assistant Engineer Turner, Rupees 43 per mensem.
South Arcot, No. 4 Range, Rupees 40 per mensem.
Tinnevelly, Southern Range, Rupees 45 per mensem.

5. The necessity for the establishments required for survey duties is noted in the statement.

6. A statement of the Survey Establishments proposed to be employed on maturing irrigation schemes which are likely to be classed as "Extraordinary," has this day been forwarded to the Chief Engineer for Irrigation. The demands amount in the aggregate to Rupees 39,455.

From the Assistant Engineer, No. 4 Range, South Arcot, to the Superintending Engineer, 5th Division, dated Palandorai Anicut, 6th March 1872, No. 1,212.

In reply to your letter No. 641 of 28th February last, I have the honour to inform you that the work of this Range Office is very heavy, and, in order that a clearance of arrears may be effected and the current work kept up with, two additional writers are urgently needed ; there is work for more than two writers in copying, checking, and registering, while the two Accountants have enough to attend to the accounts and to requirements of the Controller's Office. I want an efficient man to go about with me as a travelling writer, which is impossible to obtain on very low pay. The Local Funds have hitherto borne a share, but the Local Fund Board will no doubt object to give writers for Imperial purposes.

2. I send a copy of the division of office work.

No. 301.

Range Office distribution of work.

Forwarded to the Controller of Public Works Accounts, with reference to his docket No. 744, dated 24th February 1872.

Pondicherry,
11*th March* 1872.

(Signed) J. VERTUE, Captain, R.E.,
Acting Superintending Engineer, 5th Division.

Range Office Distribution of Work.

1.	Cash book as per G. O. Pass book ...	To be kept by the Head Accountant.
2.	Cash abstract books, receipts and disbursements.	Do. do. do.
3.	Cash balance	Do. do. do.
4.	Preparing office copy of Progress Report...	Deputy Accountant.
5.	Abstract	Do.
6.	Petty contractors' accounts	Do.
7.	Preparing the estimate of funds	Head Accountant.
8.	Statement of outlay	Do.
9.	Copy of returns of monthly accounts ...	Writer Chockalinga Pillay.
10.	Work register	Head Accountant.
11.	Abstract of station books within the 10th of every month.	Deputy Accountant.
12.	Range Officer's Progress Report	Do.
13.	Filling remarks in the Progress Report, that is condensing those from the Overseers.	Head Accountant.
14.	Register of petitions and diaries ...	Writer Annamalay Odiar.
15.	Reading do. do.	Do.
16.	Register of agreements and writing agreements under the direction of the Range Officer.	Do.
17.	Receipt and despatch register books ...	Writer Tholasinga Modelliar.
18.	Fine Register	Each enter his own name under the Head Accountant's supervision.
19.	Fair copying and despatch letters, etc. ...	Writer Tholasinga Modelliar.
20.	Copying in the pay abstract book all the salary, etc., and despatching.	Do. Chockalinga Pillay.
21.	Preparing all the annual returns ...	Draughtsman Murugasa Modelliar.
22.	Completing files every day	Writer Tholasinga Modelliar.
23.	Checking the station books	Deputy Accountant.
24.	Do. P. Forms	Draughtsman Murugasa Modelliar.
25.	Unanswered list	Writer Tholasinga Modelliar, under the supervision of the Head Accountant.
26.	Price list	Draughtsman Murugasa Modelliar.
27.	Returns of tools	Do. do.
28.	Estimate register	Do. do.
29.	Entering estimate in book	Do. do.
30.	Do. measurements in file book	Deputy Accountant.
31.	Do. bills, duplicate	Do.
32.	Register of rain water, boats, etc. ...	Draughtsman. Printed forms should be got ready and supplied.

Four Departments.

1.	Accounts	Head and Deputy Accountants and Chockalinga Pillay.
2.	Estimates	Draughtsman.
3.	Registration	Tholasinga Modelliar and Annamalay Odiar.
4.	Correspondence	Draughtsman and Tholasinga Modelliar, under the general supervision of Head Accountant.
	Distribution of works	Head Accountant.

Distribution of Returns.

1.	Administration Report with statements ...	Head Accountant, Deputy Accountant, and Writer Chockalinga Pillay.
2.	Returns of land held by Uncovenanted servants.	Draughtsman.
3.	Architectural remains	Do.
4.	Indent for stationery	Do.
5.	Budget List, Parts I., II., and IV. ...	....
6.	List of incomplete works	Draughtsman.
7.	Statement of remunerative works ...	Head Accountant.
8.	Do. of public utility	Draughtsman.
9.	Schedule of rates for checking estimates...	Do.
10.	Statement showing expenditure of money in the Department Public Works.	Deputy Accountant.
11.	Do. showing the income and expenditure of reproductive works.	Head Accountant.
12.	Do. of expenditure, assessment, demand, etc., of Irrigation works with a report on the management of those works.	Do.
13.	Do. of saving and demand	Draughtsman.
14.	Working statements of roads	Do.
15.	Report on the condition of each mile of road.	Do.
16.	Estimate of stationery articles of Europe manufacture.	Do.
17.	Do. of country manufacture	Do.
18.	Price list of building materials and labour.	Do.
19.	Return of fines, suspensions, or dismissals.	Deputy Accountant.
20.	Do. of new roads opened and the old ones abandoned.	Draughtsman.
21.	Do. of levelling, survey, and mathematical instruments, etc., received from the Presidency stores.	Do.
22.	Do. of tools, machinery received	Do.
23.	Do. of railway feeders	Do. None here at present.
24.	Statement of unadjusted miscellaneous advances.	Head Accountant.
25.	Do. showing the progress of agricultural works under.	Do.
26.	Contingent bill	Deputy Accountant.
27.	Cash balance report	Head Accountant.
28.	Report of progress showing the detail ...	Deputy Accountant, and the remark will be filled in by Head Accountant.
29.	Inspection report and diary of Range Officer.	Writer Tholasinga Modelliar.
30.	Do. of Taluq Overseers	Do. do.
31.	Travelling Allowance Bills	Do. do.
22.	Indent for funds	Head Accountant.
33.	Unanswered reference list	Writer Tholasinga Modelliar.
34.	Progress report of Police work	Writer Chockalinga Pillay.
35.	Return of arrivals and departures, etc. ...	None here ?

(Signed) J. M. HAWKSWORTH,
Assistant Engineer, No. 4 Range, South Arcot.

Statement of Temporary Establishments for general purposes required during the year 1872-73.

District.	Officer under whom the Establishments are to be employed.	Particulars of Establishment.		Cost per Mensem.	Cost per Annum.	Total.	Authority.
				RS.	RS.	RS.	
1st Division, Ganjam.	Mr. Assistant Engineer Brickwell ...	1 Writer ... ... 2 Lascars at 6 ...	20 12	32	384	......	G. O., No. 1,300, dated 12th May 1871.
Vizagapatam ...	Mr. Supervisor Cormac	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Mr. Assistant Engineer Turner ...	1 Writer ... ... 3 Lascars at 6 ...	25 18	43	516	......	The Superintending Engineer states that he will apply to Government for sanction for the entertainment of this establishment.
Godavery ...	Mr. Assistant Engineer Larminie ...	1 Writer ... ... 3 Lascars at 6 ...	25 18	43	516	......	G. O., No. 1,300, dated 12th May 1871.
Do. ...	Lieut. Dorward, Assistant Engineer.	1 Writer	15	15	180	......	G. O., No. 395, dated 9th February 1872.
Do. ...	Mr. Supervisor Ellis	1 Writer ... ... 1 Lascar	25 6	31	372	......	G. O., No. 826, dated 23rd March 1872.
Do. ...	Overseer Gorman	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Do. Mahoney...	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	G. O., No. 1,300, dated 12th May 1871.
Do. ...	Do. Spencer	1 Writer ... ... 2 Lascars at 7 ...	15 14	29	348	......	

Do. ...	Overseer Lawrence	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	G. O., No. 1,300, dated 12th May 1871.
Do. ...	Mr. Supervisor West	1 Writer ... ... 2 Lascars at 6 ...	25 12	37	444	4,056	G. O., No. 395, dated 9th Feb. 1872. " " 826, " 23rd Mar. "
2nd Division, Kistna ...	Supervisor Mahomed Cassim Sahib...	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	G. O., No. 1,299, dated 12th May 1871.
Do. ...	Mr. Supervisor Carlier	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Nellore ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	1,296	
3rd Division, Bellary ...	Extra Overseer in charge of the Toongabudra channel	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Cuddapah ...	Mr. Sub-Engineer Banee	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	648	
4th Division, Presidency ...	Supervisor Ananthoray Putton ...	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Consulting Architect	1 Draughtsman ... 2 Draughtsmen at 20 1 Writer ... ... 1 Maistry ... ... 2 Lascars at 6 ...	60 40 30 30 12	172	2,064	......	
Chingleput ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	

Statement of Temporary Establishments for general purposes required during the year 1872-73.

District.	Officer under whom the Establishments are to be employed.	Particulars of Establishment.		Cost per Mensem.	Cost per Annum.	Total.	Authority.
				RS.	RS.	RS.	
Chingleput ...	Officer in charge of the Chembrambaukum Tank Project Works ...	1 Accountant ... 1 Writer ... ... 3 Lascars at 7 ...	40 20 21	81	972	......	G. O., No. 1,299, dated 12th May 1871.
North Arcot ...	Mr. Overseer Beeby	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	4,008	
5th Division, South Arcot.	Officer in charge of No. 4 or Virdachellum Range	2 Writers at 20 ...	40	40	480	480	This establishment is applied for to assist in a clearance of arrears, and to keep current the work in the Virdachellum Range Office, the current duties of which are reported to be very heavy—*vide* accompanying letter from Superintending Engineer, No. 301, dated 11th March 1872.
6th Division, Tanjore ...	Mr. Supervisor Littlewood	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	G. O., No. 1,299, dated 12th May 1871. G. O., No. 2,978, dated 24th November 1871.
Do. ...	Mr. Supervisor Stephens	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Trichinopoly ...	Do.	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	1,296	

7th Division, Neilgherry ...	Executive Agent of the Lawrence Asylum Works	1 Writer ... ... 2 Lascars at 7 ...	15 14	29	348	......	G. O., No. 1,299, dated 12th May 1871. G. O., No. 1,571, dated 13th June 1871.
Do. ...	To watch the Stonehouse and Norward Properties at Ootacamund...	2 Lascars at 8 ...	16	16	192	......	
Coimbatore ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Malabar ...	Do.	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Do. ...	Executive Agent at Cochin	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	......	
Canara ...	Extra Overseer	1 Writer ... ... 2 Lascars at 6 ...	15 12	27	324	1,836	
Wynaad ...	Major Kennedy, Special Executive Engineer, Wynaad...	1 Head Clerk and Accountant ... ... 1 Draughtsman ... 1 Clerk ... ... 1 Copyist ... ... 4 Lascars at 10½ ...	100 80 40 30 42	292	3,504	3,504	G. O., No. 1,299, dated 12th May 1871.
8th Division, Tinnevelly, Southern Range ...	Officer in charge of the Southern Range	1 Goomastah ...	15	15	180	......	To assist in the preparation of Irrigation Registers and Miscellaneous Returns, the present office establishment not being equal to the work.
8th Division, Palamcottah, Sub-Division.		1 Do. ...	15	15	180	......	
8th Division, Sheamadavy Sub-Division.		1 Do. ...	15	15	180	540	
						17,664	

Fort St. George,
19th April 1872.

(Signed) S. BROCK,
Controller of Public Works Accounts.

ORDINARY.

Statement of Temporary Survey Establishments required for the year 1872-73.

Division and District.	Particulars of Establishments.	Cost per Mensem.	Cost per Annum.	Explanation of the necessity of Establishment.	Remarks.
		RS.	RS.		
1st Division, Godavery, No. 1 Range ...	1 Surveyor	50		Required for five months for surveying river margins, taking cross sections of sand banks, and occasional sections of river to connect the traverses on the two sides stated to be a portion of the Establishment sanctioned in G. O., No. 377, dated 7th February 1871, and referred to in No. 1,300, dated 12th May 1871.	
	6 Lascars at 6	36			
	Contingencies	5			
		91	455		
No. 4 Range ...	1 Surveyor	150		Required for three months for the purpose of taking levels of the channels connected with the Byany Calingulah, referred to in G. O., No. 1,300, dated 12th May 1871.	
	6 Lascars at 7	42			
		192	576		
			1,031		
3rd Division, Kurnool ...	1 Surveyor	100		Required for three months for the Dhone Project—*vide* G. O., No. 1,300, dated 12th May 1871, and No. 2,853, dated 10th November 1871.	
	1 Lascar	7			
	2 Lascars at 6	12			
	3 Coolies at 6	18			
	Contingencies	27			
		164	492		
Do. ...	1 Lascar	7*			
	2 Lascars at 6	12*			
	3 Coolies at 6	18†			
	Contingencies	27	102	Required for the Koilgoontla Project.	* For three months. † For one month.
Bellary ...	2 Draughtsmen at 60 ...	120			
	1 Accountant	40			
		160	1,920	Required in the Superintending Engineer's Office for completing Project Estimates, etc.	
			2,514		

4th Division, Chingleput.	1 Surveyor	150		To be determined by the Superintending Engineer with reference to G. O., No. 2,643, dated 11th August 1869—*vide* G. O., No. 1,299, dated 12th May 1871.	
	6 Lascars at 6	36			
		186	2,232		
5th Division, South Arcot.	1 Surveyor‡	100		For the investigation of projects now in hand and for making surveys and sections of the Vellaur and Coleroon river beds and embankments—*vide* G. O., No. 1,299, dated 12th May 1871.	‡ If European or East Indian, Rupees... 100 If Native ,, ... 50
	1 Draughtsman	50			
	6 Lascars at 6	36			
		186	2,232		
Salem ...	5 Lascars	35			
	1 Assistant Draughtsman and Estimator	30			
		65	780	For the investigation of projects in the Salem Range—*vide* G. O., No. 1,299, dated 12th May 1871.	
			3,012		
6th Division, Tanjore.	1 Surveyor	50		For the survey of river margins, and also for the investigation of a number of small projects which, if matured and carried out, are expected to prove remunerative, although they may not be chargeable to Loan Funds—*vide* G. O., No. 1,299, dated 12th May 1871.	
	6 Lascars at 6	36			
		86	1,032		
Trichinopoly ...	1 Surveyor	50			
	6 Lascars at 6	36			
		86	1,032		
			2,064		
8th Division, Tinnevelly.	1 Surveyor	150			
	6 Lascars at 7	42			
	1 Draughtsman	40			
		232	696§	....	§ For three months.

Statement of Temporary Survey Establishment required for the year 1872-73.—(Concluded.)

Division and District.	Particulars of Establishments.	Cost per Mensem.	Cost per Annum.	Explanation of the necessity of Establishment.	Remarks.
		RS.	RS.		
8th Division, Tinnevelly.	1 Surveyor	50		Required for the survey of Irrigation channels in the Northern and Southern Ranges.	
	4 Lascars at 6	24			
		74	444*		* For six months.
		......	1,140		
	Total...	......	11,993		

FORT ST. GEORGE,
19th April 1872.

(Signed) S. BROCK,
Controller of Public Works Accounts.

No. 348. ORDER THEREON, 14th May 1872, No. 1,279.

ESTABLISHMENT, No. 36.

WITH his letter above recorded the Controller of Public Works Accounts submits statements showing the Temporary and Survey Establishments other than Extraordinary proposed to be employed during 1872-73.

2. The Government sanction the entertainment of the Survey Establishments for the period indicated against each in the Controller's Return, at an aggregate cost of Rupees 11,993, which includes the pay of the Survey Establishment for the 6th Division, authorized to be employed in Proceedings No. 1,032, dated the 22nd April.

3. Adverting to the Statement of Temporary Establishments, the Government will await the application of the Superintending Engineer of the 1st Division for the entertainment of a writer and three lascars for Mr. Assistant Engineer Turner at a cost of Rupees 516 per annum. As regards the proposal for increasing the strength of the range establishments as per margin, the Honourable the Governor in Council is unable to accord his sanction to the measure, in the absence of the fullest explanation of its necessity in each case. There is nothing before Government to show that the work in these Range Offices is heavier than is found elsewhere, or, if so, that the temporary aid which may be necessary cannot be afforded by detaching a clerk from one of the other establishments in the division concerned, where the full compliment of Clerks and Accountants may not be absolutely necessary. It is observed that the ranges in question have the following permanent establishments now allotted to them:—

South Arcot.
Virdachellum, by Rupees 480 per annum.
Tinnevelly.
Southern Range, by Rupees 540 per annum.

Virdachellum Range.

	RS.
1 Accountant ...	50
1 Assistant Accountant ...	25
1 Draughtsman ...	40
3 Lascars ...	21
	136

Southern Range, Tinnevelly.

1 Accountant ...	60
1 Do. ...	50
1 Do. ...	40
1 Assistant Accountant ...	30
1 Do. do. ...	25
2 Assistant Accountants at 20 ...	40
1 Assistant Accountant ...	15
2 Draughtsmen at 40 ...	80
9 Lascars at 7 ...	63
	403

4. Omitting the establishments referred to in the preceding paragraph, the Controller's statement is reduced from Rupees 17,661 to Rupees 16,128, which is sanctioned together with the estimated cost of Survey Establishments (Rupees 11,993) as a charge against the Budget provision of Rupees 50,000 for Temporary Establishments.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 349. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 8th May 1872, No. 376 :—

As the arrangement sanctioned in G. O., No. 115, dated 12th April 1872, involves a permanent annual increase of Rupees 120 over the authorized scale of establishments for No. 6 Range of the Godavery District, I have the honour to request that the sanction of the Government of India may be obtained to the additional charge. Pending its receipt the increased rate of salary to the Head Accountant will be admitted by this office.

No. 350. ORDER THEREON, 14th May 1872, No. 1,280.

ESTABLISHMENT, No. 37.

THE Government observe that their Order No. 115 of 12th April, involved the reduction of the two writers of a 3rd class range on Rupees 20 and Rupees 15, and the entertainment of only one writer on Rupees 25, and presume that the Superintending Engineer has arranged accordingly.

2. The permanent establishment to be hereafter attached to the range will be open for re-consideration when the subject of the ranges of the Presidency generally now under discussion is disposed of.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 351. Read the following letter from the Officiating Superintending Engineer, 6th Division, to the Officiating Secretary to Government, Public Works Department, dated Tanjore, 10th May 1872, No. 91 :—

I HAVE the honour to report that on the 30th ultimo and 1st instant this division was visited by a heavy storm, to all appearance the outside of a cyclone.

2. The 28th and 29th April were excessively close and sultry; on the 30th morning I noticed, at the Upper Anicut, that the wind was blowing from the north-west and the clouds were beginning to have a very leaden appearance; early in the afternoon rain commenced, and continued with little interruption during the night, the whole of the next day and part of the following night; I returned to

head-quarters during the storm, and noticed that the further I went towards the east the heavier the rain appeared to be. The wind was then (on the 1st) nearly due west, blowing in very heavy gusts; towards evening it had a tendency to shift a little to the south, and on the morning of the 2nd it was nearly south-west, and the storm was over, though the weather was rather squally for a time.

3. The rainfall at Tanjore measured nearly 8 inches in the two days; at Kordachary 11·3 inches; at Negapatam over 12 inches; and at Tranquebar 14 inches. On the 3rd instant the Cauvery came down in flood, and on the 4th instant had reached 6 feet 8 inches on the Cauvery gauge; it has since been gradually subsiding, but the last report shows a depth of over 4 feet.

4. The only damage to public works that has been reported is the fall of the roof of the Kulitalay Taluq Cutcherry, which fortunately occurred at night, and therefore was unattended with loss of life. An estimate of Rupees 300 for its repair has just reached me, and will be put in hand at once as the new Taluq Cutcherry is not likely to be completed for some time; in fact, only a portion of the amount required to complete the work has been allotted this year.

5. The progress of the head works to the Vennaur and branches has been unfortunately interrupted at a time when every exertion was being made to get the masonry above flood levels, but no damage has been done to the works. The loss in chunam, raw bricks, etc., has not been very heavy, but the works have been so thrown back that there is no possibility now of completing any one of them this season, and the delay will entail extra expenditure. The water is subsiding so gradually that I have little hopes of getting the works well in hand again before the regular floods of the south-west monsoon.

6. The Negapatam jetty, which had just been completed, has, I am happy to say, sustained no damage. The Telegraph Office work at Negapatam has been thrown back somewhat by the excavations for foundations having been filled in, but no damage has been done.

7. The storm would appear to have been lighter in the Trichinopoly than in Tanjore District, as with the exception of the fall of the Kulitalay Cutcherry, which was a very old building, no reports of the storm have been received.

P.S.—Since writing the above I learn that the flood-water rose above the Lower Anicut to a height of 1 foot 6 inches. I had directed the ring-bund in front of the lately rebuilt portion of the anicut to be partly removed, so as to open the full length of the anicut to the floods of this year. This unexpected flood took us by surprise, but the works I had ordered had been so nearly completed that water came down and passed over the new portion of the anicut without doing any damage to the work.

No. 352. ORDER THEREON, 14th May 1872, No. 1,281.

CIVIL WORKS, No. 15.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No 353. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Masulipatam, 18th April 1872, No. 11 :—

I HAVE the honour to forward a Statement of Stock Articles of the stores in Nellore Range, which being unserviceable have been sold by public auction; the difference between the book value and the amount realized by the sale Rupees 287-2-3. I beg permission to write off this sum to Profit and Loss.

1 Statement of Stock Articles sold.

Comparative Statement of Stock Articles sold by Public Auction on the 1st *April* 1872 *in the Engineer Store-yard, Nellore.*

Names of Articles.		Number or Quantity.	Book value.	Sale proceeds.	Difference. Increase.	Difference. Decrease.
			RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Small Stores.						
Bridge frames	No.	2	197 8 4	21 4 0	....	176 4 4
Iron tacks	Oz.	0 14	0 11 8	0 1 6	....	0 10 2
Iron hooks, large	No.	6	3 10 8	0 2 3	....	3 8 5
Folding hinges, brass, country 1″	,,	37	0 15 5	1 2 3	0 2 10	....
Do. do. do. 1½″	,,	6	0 4 8	0 3 0	....	0 1 8
Drawer locks, brass	,,	2	1 10 4	0 5 3	....	1 5 1
Box locks, brass, 1st sort ...	,,	15	13 14 6	4 1 0	....	9 13 6
Do., do., 2nd sort ...	,,	26	6 4 4	1 5 6	....	4 14 10
Padlock, brass, 1st sort ...	,,	1	0 9 0	0 4 6	....	0 4 6
Almirah locks, brass	,,	2	0 11 8	0 3 3	....	0 8 5
			226 4 7	29 0 6	0 2 10	197 6 11
Timber.						
Country-wood posts	No.	11	4 1 10	1 1 0	....	3 0 10
Do. do., small ...	,,	28	6 3 9	1 12 0	....	4 7 9
Billwood pieces	C. ft.	1 0	3 10 1	0 1 3	....	3 8 10
Trincomally wood	,,	1 6¼	3 12 3	0 5 3	....	3 7 0
Puinky beams	,,	27¾	1 1 8	1 4 0	0 2 4	....
Second-hand teakwood ...	,,	3 3⅛	1 13 8	1 2 0	....	0 11 8
			20 11 3	5 9 6	0 2 4	15 4 1
Metal.						
Round bar iron, pieces ...	lbs.	590	36 15 1	2 13 6	....	34 1 7
Angle iron, do. ...	,,	94 8	12 6 0	0 6 6	....	11 15 6
Iron wire	,,	19 0	3 1 11	0 0 9	....	3 1 2
Zinc sheet	,,	3 2½	0 6 4	0 0 6	....	0 5 10
			52 13 4	3 5 3	....	49 8 1
Thatching Materials.						
Bamboos, large	No.	2	0 7 0	0 0 2	....	0 6 10
			0 7 0	0 0 2	....	0 6 10
Painters' Stores.						
Copal Varnish	lbs.	5 0½	5 7 3	0 8 3	....	4 15 0
French Varnish	,,	2 0	1 9 10	0 1 6	....	1 8 4
Leatherge	,,	0 11½	0 13 1	0 0 2	....	0 12 11
Bright red paint	,,	8 11	2 8 2	0 1 1	....	2 7 1
Black paint	,,	21 5¼	4 2 6	0 3 3	....	3 15 3
			14 8 10	0 14 3	....	13 10 7

Comparative Statement of Stock Articles sold by public auction, etc.—(Concluded.)

Names of Articles.	Number or Quantity.	Book value.	Sale proceeds.	Difference. Increase.	Difference. Decrease.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Cordage.					
Rope, country, coir ... ... lbs.	14 2	0 14 5	0 1 0	....	0 13 5
Noolaka ... ... ,,	0 11	0 8 8	0 0 1	....	0 8 7
		1 7 1	0 1 1	... ...	1 6 0
Miscellaneous.					
Borax ... ... lbs.	1 15¾	1 5 11	0 3 0	....	1 2 11
Brim-stone ... ... ,,	0 8	0 1 5	0 0 2	....	0 1 3
Resin, white ... ... ,,	0 6	0 1 10	0 0 2	....	0 1 8
Green blanket ... ... Yds.	Y. F. I. 1 2 7	5 6 10	1 9 6	....	3 13 4
		7 0 0	1 12 10	....	5 3 2
Tools.					
Flat files, smooth ... ... No.	4	0 14 0	0 13 0	....	0 1 0
Files, half round, rough, 15″ ,,	2	2 12 0	} 1 2 3	....	2 15 3
Flat file, 12″ ... ... ,,	1	0 12 0			
Flat file, 9½″ ... ... ,,	1	0 9 6			
Three-sided files, 14″... ... ,,	2	1 14 0	0 4 6	....	1 9 6
		6 13 6	2 3 9	....	4 9 9
Grand Total...	....	330 1 7	42 15 4	0 5 2	287 7 5
Net decrease...	....	....	....	....	287 2 3

NELLORE,
2*nd April* 1872.

(Signed) A. D. CLAY, Major,
Executive Engineer, 1st or N. Range.

No. 354. ORDER THEREON, 14th May 1872, No. 1,282.

ACCOUNT, No. 31.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 355. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 3rd May 1872, No. 457 :—

I HAVE the honour to submit, for the favourable consideration and orders of Government, the accompanying memorial from Mr. J. P. Martin, late Supervisor, Public Works Department, in charge of No. 3 Range, Madura District.

1 Memorial from Mr. Martin, dated 27th April 1872, with one Enclosure.

2. I have addressed the Government so frequently and at such great length on the matter of the affairs of the Shevagungah Range, that I am almost ashamed to trouble them with any further remarks on this subject.

3. I will only mention that I have pointed out on former occasions that Mr. Martin was not a competent man to select for the position of a Range Officer, and by being placed, as he was, in a very isolated locality, and left unvisited by his superior officer for several years at a time, it is no wonder that the affairs of his range fell as they did into such great confusion.

See my report No. 778, dated 8th June 1871, paragraph 17.

4. I have also pointed out that I considered Mr. Martin as the tool of a party, and that party a bad lot, see my report No. 2,595, dated 16th October 1871, paragraph 16; and under the above-mentioned circumstances, and the consideration of the fact that Mr. Martin had, when properly supervised, done good service, and had indeed earned the thanks of Government, it will be for the Government to decide as to what further consideration should be given to his case.

5. I am not myself prepared to recommend his restoration to the service whether as Supervisor or even as Talook Overseer, but as a reward for his former good conduct for which he received the thanks of the Government they may perhaps be disposed to look mercifully on his case, and grant him a gratuity to enable him to start afresh in life, and thus provide for his large family who are entirely dependent upon him for support.

No. 356. Order thereon, 14th May 1872, No. 1,283.

ESTABLISHMENT, No. 38.

The Government must decline to accede to the prayer made by Mr. J. P. Martin, lately in charge of No. 3 Range, Madura District, whether for re-employment in the department, or for pension, nor can they, adopting the recommendation made by the Superintending Engineer of the Division, accord him a gratuity.

2. On account of the fraudulent aspect of some of the transactions in which Mr. Martin was concerned, the Governor in Council was strongly inclined to institute criminal proceedings against him, and is of opinion that, in simply directing his dismissal from the department, the Government gave full weight to every mitigating circumstance which could be urged in his favor.

(Signed) G. W. WALKER, Colonel, R.E.,

Officiating Secretary to Government.

No. 357. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 2nd May 1872, No. 32 :—

I HAVE the honour to request that the Government will be pleased to authorize the work of constructing a school-house at the European Infantry Barracks at Bangalore to be continued in this official year, pending the grant of the balance * of the estimate which was applied for in my statement of Incomplete Works submitted on the 19th April 1872.

	RS.
* Estimate	22,000
Expenditure	14,170
Balance ..	7,830

2. The Executive Engineer reports that the building is now so far advanced in progress as to cause damage to the same and loss to the Contractor if left in its present unfinished state, and I now observe that on this report Captain Wood was instructed by the late Acting Superintending Engineer to proceed with the work until further orders.

No. 358. ORDER THEREON, 14th May 1872, No. 1,284.

MILITARY WORKS, No. 17.

AUTHORITY accordingly granted. Funds have been separately provided.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 359. Read the following letter from the Under Secretary to the Government of India, Public Works Department (Establishment—General), to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 22nd April 1872, No. 552 E.G :—

I AM directed to forward a copy of Financial Department communication No. 2,365, dated 14th March, in which the several departments of Government are called upon to prepare nominal lists of the officers employed in them respectively, who are recommended for the advantages of the new Civil Leave Rules published in the *Gazette of India* of the 16th March 1872, No. 11, other than those who were appointed by the Secretary of State, or with his approval.

2. It will be observed that the Secretary of State desires to be informed of the circumstances of each individual appointment. It is the intention of the Government of India to include in the list the names of all Civil Engineers in the Public Works Department in the 3rd grade of Assistant Engineer and all higher grades, and, in order to meet the wishes of the Secretary of State, it will consist of component lists of officers similarly entertained. Thus—

A.—Engineers taken over from Railway Companies,

B.—Engineers taken over from the Madras Irrigation Company,

C.—Engineers appointed from the Thomason College, Roorkee, and so on.

There will of course be residuum which will be included in one miscellaneous list, with the circumstances of the appointments entered in the final column.

3. Each of these lists will be prepared in this office in the enclosed form, and it is suggested, if it meets with the approval of the Government of Madras, that the lists from that Presidency should be prepared in the same form.

From the Secretary to the Government of India, Financial Department (Leave and Allowances), to the Secretary to the Government of——dated Fort William, 14th March 1872, No. 2,365.

I AM directed to invite attention to the papers published in the *Gazette of India* of 17th February 1872, regarding new leave rules for Uncovenanted Servants, and to the requisition of the Secretary of State for a nominal list of officers holding certain classes of appointments (namely, those mentioned in the list which accompanied the despatch of the Government of India, No. 4, dated 23rd March 1869), to whom it may be considered proper to extend the benefits of the new rules.

2. To such officers of those classes as have been appointed by the Secretary of State, the rules have already been declared applicable; and it now remains to prepare for submission to the Secretary of State nominal lists, as prescribed by His Grace in the concluding paragraph of his despatch No. 451, dated 6th December 1871, of officers of those classes appointed in India to whom the description in the second sentence* of the 7th paragraph of the despatch may be considered to apply. It will be observed from the despatch of the Secretary of State last quoted that no officers hereafter appointed in India can be admitted to the benefits of the new rules unless their appointment has the sanction of His Grace.

* "This benefit is also due to those Europeans who, for special reasons, may have been appointed in India to certain exceptional posts."

COPY to the other Departments of the Governments of India, with request that they will direct the preparation of the nominal lists so far as respects appointments under their orders.

Copy to Heads of Departments under the Financial Department, with request that they will submit to this department any proposals with reference to themselves or their subordinates. The information required by the Secretary of State should be given with respect to each individual whom it is proposed to admit to the new rules.

A.—Engineers taken over from Railway Companies.

Name.	First appointment.	Date of first appointment.	Subsequent appointments.	Authority by whom appointed, etc.
......	Executive Engineer, 3rd grade.	April 1857.	Promoted in ordinary course to Superintending Engineer, 2nd grade.	Government of India, from East Indian Railway.

X.—Miscellaneous List of Civil Engineers appointed in India.

Name.	First appointment.	Date of first appointment.	Subsequent appointments.	Authority by whom appointed, etc.
......	Assistant Engineer, 3rd grade.	Jan. 1859.	Promoted in ordinary course to Executive Engineer, 1st grade.	Government of India. No previous employ.
......	Overseer	May 1847.	Placed in Engineer Establishment as Executive Engineer, 4th grade, in 1856, and now Superintending Engineer, 3rd grade.	Lieutenant-Governor, N.-W. Provinces. Serjeant of Sappers when first appointed. Placed on Engineer Establishment by Government of India.

No. 360. ORDER THEREON, 14th May 1872, No. 1,285.

ESTABLISHMENT, No. 39.

COMMUNICATED to Superintending Engineers and to the Controller of Public Works Accounts, who will, with reference to the Civil Leave Code published at page 658 of the *Fort St. George Gazette* of 1872, furnish, as early as possible, statements in the forms prescribed by the Government of India of all officers not already appointed by the Secretary of State, or with his approval who desire to be recommended for the advantages of the new rules.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers :—

No. 361. Read the following Proceedings of the Madras Government in the Financial Department, dated 6th April 1872, No. 459 :—

Read the following Proceedings of the Board of Revenue, dated 6th March 1872.

From the Acting Collector and President of the Local Fund Boards, Godavery District, to the Secretary to the Board of Revenue, dated Jaggampeta, 12th January 1872, No. 1.

I HAVE the honour to forward, herewith, estimate, survey, etc., for the construction of a road from Rajahmundry to Rahitapuram along the east bank of the Godavery.

One survey.
Two masonry plans.
One abstract estimate.
One specification.

2. The estimate amounts to Rupees 46,300 without gravelling, the cost of which can be calculated after the project has been sanctioned. It lies within the limits of the Rajahmundry Circle, and has received the unanimous approval of the Local Board, on condition that the Government, for reasons stated below, will consent to bear a fair proportion of the cost.

3. The length of the road is 11 miles and 1,418 yards as at present estimated for ; but it will probably be necessary to carry it on six miles further to the village of Purushottapatnam to secure the object in view. This is of a twofold nature, namely, to afford means of communication to a part of the district, at present wholly destitute of such accommodation, and to protect from inundation by the Godavery 1,329 acres of culturable land, assessed at Rupees 3,530, the property of Government, which are now annually submerged for want of a protecting embankment to the river. Taking the average cost per mile of the portion already estimated for at Rupees 3,940, the cost of the additional six miles will be, in round numbers, Rupees 20,000, or Rupees 70,000 for the total length of seventeen odd miles. The Sub-Collector, who has recently visited the locality, writes as follows :—

" I am of opinion that the work as an embankment will be of very great value to the villagers of that neighbourhood, and will greatly increase the value of their lands. I have obtained an account showing the area of Government land now

waste on account of these floods, but which the people expect to be able to cultivate after the empankment has been made. It shows an extent of acres 1,329, assessed at Rupees 3,530. A capital sum of which this would be the interest as five per cent. only would amount to Rupees 70,600. The Zemindars who own some nine villages which will be improved by the work will, I have no doubt, subscribe. They have been addressed, but their replies have not yet been received."

4. The Superintending Engineer expresses his views as follows:—

"As regards the road from Rajahmundry to Rahitapuram, I beg to observe no delta works are endangered by the river floods rising over the lands between those places. A very large tract of country is subject to inundation every year for want of an embankment thereabouts with suitable masonry works, and very considerable damage is done to lands belonging both to Government and to Zemindars for want of this protection; but the Sub-Collector of the District will probably be able to give the President more information on this point than I am able to do as regards revenue matters. In a professional point of view, the banks of a delta river is the proper location for the road which, at the same time that it affords facilities of communication, can be taken along an embankment of such a height as to protect the adjacent lands from being inundated every year by the river. The cross road proposed to join the Korukonda road will afford no protection to the lands, and will be itself, during several days of the year, surrounded with water on either side, as it has to run through the low grounds I wish to protect. Of course, the cost of repair and maintenance of such a work will be considerable, and I do not recommend its continuation. If the work is carried out as an embankment, the Government would probably subscribe a fair share of the cost in proportion to the land belonging to them which would be protected."

5. Having thus demonstrated that the work in question will not only benefit local interests by opening up a rich tract of country bordering the Godavery river by a road passing through eight villages, exclusive of the important termini Rahitapuram and Rajahmundry, and opening the market of the last-named place to them, but will also, by the reclamation of an extensive area of country, bring in additional revenue to the State of between Rupees 3,000 and Rupees 4,000, I think I am justified in requesting that the execution of the project may be assisted by a grant from Provincial Funds. It has already been shown that, if the Government bore the entire charge, there would be a direct return of five per cent. The Local Fund Board ask the Government to pay half, on which they will get a direct return, in the shape of increased revenue, of ten per cent. on the outlay. It is anticipated that the Zemindars whose properties will be improved will contribute one-fourth, leaving one-fourth to be paid from Local Funds, *plus* the cost of metalling and gravelling (not included in the estimate), which, owing to the nature of the soil through which the major portion of the road passes (alluvious deposit), will be heavy, and also the cost of maintenance.

6. If the grant-in-aid now solicited is withheld, this useful project must, I fear, be abandoned, as the Board would not be justified in executing, without such assistance, a work by which the imperial revenues will so largely benefit; unless, indeed, the Government would consent to assign to the Board the lands which it

is anticipated will be reclaimed thereby. As, under the Act, power is given to the Board to acquire land, there would be nothing irregular in this: the Government would risk nothing and lose nothing; whilst, on the other hand, what is now a submerged waste would be brought under cultivation, and would yield a remunerative return for the local funds invested.

This estimate for making a road 11 miles and 1,418 yards long between Rajahmundry and Rahitapuram, at a cost of Rupees 46,300 (exclusive of metalling), will be submitted for the orders of Government. The importance of establishing a communication between these two places is clearly proved.

2. It is anticipated that the road must be prolonged six miles, at a total expense (exclusive as before of gravelling) of Rupees 70,000.

3. The road being carried on a raised embankment on the bank of the river will then protect from annual inundation 1,329 acres of cultivable land, assessed at Rupees 3,530, the property of Government, besides improving the property of certain Zemindars.

4. The Circle Board expect that the Zemindars will subscribe one-fourth of the cost of the road, and they are ready to pay one-fourth of the cost of road-making and the whole of the sum required for metalling, as well as to keep the road in repair when it is once made.

5. They request that Government will bear the remaining half of the cost of making the road (exclusive of metalling), or about Rupees 35,000. The return on this outlay from the assessment of reclaimed land will be ten per cent.

6. The President proposes that the money should be supplied from Provincial Funds, but the Board of Revenue consider it is a matter for imperial expenditure, ordinary [illegible] extraordinary, as Government may deem best.

7. The road appears as Item 14 in Part I. of this year's Budget with an allotment of Rupees 2,000.

(True Extract.)

(Signed) J. GROSE,
Secretary.

The Government approve and sanction the construction of the proposed road along the left bank of the Godavery river, from Rajahmundry up to Rahitapuram and Purushottapatnam.

2. It is proposed that Government shall contribute Rupees 35,000 towards the total estimated cost of Rupees 70,000, in consideration of the security and advantage to the public revenues which will be derived from the embanking and reclaiming of cultivated and culturable land, now exposed to flooding and injury every year. The proposal seems reasonable, and it will be considered in the Public Works Department how funds from the agricultural grant, ordinary or extraordinary, can be allotted for the purpose.

(True Extract.)

(Signed) W. HUDLESTON,
Officiating Chief Secretary.

No. 57.

No. 361A. Note by the Acting Chief Engineer for Irrigation on the Plan of the Sluice over the Thovigedda Drain.

This work as designed appears to be much too slight.

2. The piers for the bridge though $22\frac{1}{2}'$ high are only $2'$ thick.

3. By a clerical error the H. F. M. of the river is shown on the wrong side of the section.

4. Supposing no water to be passing down the drain when the river flood is at its highest or at 26·5, the pressure against the lower and upper shutters would be upwards of 37,000 × 30,000 lbs. respectively, the shutters should consist of $4''$ instead of $3''$ planking.

5. In the section of the stream a water-mark is shown at 8·69; it is not clear what is meant by this water-mark, for the ordinary water level, exclusive of floods from July to November, in the river would appear from the water registers to be from 12 to 14 above datum. During these five months therefore when drainage would chiefly have to be discharged, the backwater from the river must stand at from 12 to 14 in the drain, and any drainage water to be discharged must rise above this level.

6. The object of the proposed work is clearly to exclude flood waters of the river during high floods, and while floods last the drainage must accumulate in the Thovigedda drain until the water in rear of the sluice rises above the level of the water in the river; if heavy rain fell when the river was in flood the water in rear of the sluice might rise to the level of that in the river, and then for all practical purposes the sluice would not answer the purpose for which it was constructed; it is worthy of consideration, therefore, whether the lands which are now submerged during high floods by water backing up the Thovigedda drain, may not be more economically and effectually protected by embanking both sides of the drain and carrying the banks up the stream till a point is reached where the natural level of the country rises above the surface level of the water, as it would be during high floods, and to provide for any drainage which may have to enter the channel where it is now proposed to embank it by means of sluices with their floors on or about the level of the country.

7. Judging by the single section of the Thovigedda drain which is given, and which is taken probably at the proposed site of the sluice, it would appear that on the one side the country rises above the level of the highest fresh, and on the other is about $2\frac{1}{2}$ feet below that level. The site of the work is some ten miles above the delta proper, and if the country falls towards the river the Thovigedda drain may probably be embanked at a trifling cost; if, however, the country falls from the river landwards as in deltaic formations, embanking the drain and providing a bridge at its mouth may prove to be more expensive than excluding the flood waters of the river.

8. In the latter case it will be necessary to determine what quantity of water the drain may have to discharge or what is the area drained by it, the nature of the drainage basin, and whether there are tanks within the basin which are liable to be breached; in the latter case it would perhaps be well to provide for the

maximum rain discharge under a head of 1 foot, or say with a velocity of 5′ per 1″ through the sluices.

9. The ordinary H. W. mark during the north-east monsoon appears to be from 12 to 14′ above datum, and the highest water-mark of the last four years at 18·75 above datum; if, therefore, the flood waters have to be excluded a work similar to that shown in the accompanying sketch might with advantage be adopted. The number of vents required must be determined relative to the quantity of water to be discharged.

10. In the revised design foundations to a depth of 5½′ are allowed, as in the original design, but it is not stated on what the foundations are to rest; this should always be noted on the plans of masonry works. Care must be taken that the foundations, as designed, are carried down to rock, or gravel, or stiff clay, and if laid on the last a rough stone apron in rear of the work should be provided. If only sand is met with at 6 or 7′ below the drain-bed well foundations will have to be adopted.

11. If the Thovigedda drain can be embanked at a small cost a plate girder bridge, such as those over the canals of 50′ span, might be provided for the drain, or even a smaller bridge may prove to be sufficient.

FORT ST. GEORGE, (Signed) R. F. OAKES, Captain, R.E.,
30*th April* 1872. *Acting Chief Engineer for Irrigation.*

No. 362. ORDER THEREON, 14th May 1872, No. 1,286.

CIVIL WORKS, No. 16.

THE estimate for the road from Rajahmundry to Rahitapuram amounts to Rupees 46,300 divided as follows: for masonry works Rupees 18,630, for earthwork, etc., Rupees 27,670; of these sums a moiety is to be provided from the Agricultural grant. The Rupees 13,835 for earthwork may be met from the extra grant of Rupees 25,000 to the Godavery Division, allotted in G. O., No. 935, dated 9th April 1872, and if, later in the year, the Agricultural grant for repairs requires to be supplemented, application should be made for such further amount as may be required.

2. The grant to be made for masonry works is Rupees 9,315. Of this sum Rupees 3,000 is provided from the Reserve under Agricultural New Works. Thus with the amount to be provided from Local Funds Rupees 12,315 will be available for expenditure on the masonry works in 1872-73, and this sum is not likely to be exceeded inasmuch as the estimate for the sluice for the Thovigedda drain must be revised with reference to the observations in the Note by the Acting Chief Engineer for Irrigation.

3. The Superintending Engineer will afford the information required to admit of its being determined whether the flood waters must be excluded from the Thovigedda drain, or whether the drain may be embanked; should the former be necessary the design for the work proposed by the Acting Chief Engineer for Irrigation should be adopted, the number of vents required being determined relative to the area drained and the nature of the valley to be drained.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 363. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Fort St. George, 7th May 1872, No. 365 :—

4 Letters.
1 Statement.

I HAVE the honour to observe that under the ruling contained in G. O., No. 2,957, dated 23rd November 1871, the cost of stores supplied by the Military Department, and charged in its accounts to the Public Works Department, has to be adjusted in the Public Works Accounts to the credit of that department. Having called upon some of the Range Officers concerned to effect these adjustments, the Special Executive Engineer, Wynaad, and the Executive Engineer in charge of the Cannanore Range, raised the objections contained in the accompanying letters.

2. It having become necessary for this Office to address the Accountant-General of the Public Works Department regarding certain items in the Military Accounts appertaining to previous years, that officer, in his reply,* stated that "the rules in question were never intended to apply to transactions of the past, or to have retrospective effect to an earlier date than *the commencement of the current financial year*."

* No. 279 G., dated 9th March 1872.

3. To know what other supplies were made by the Military Department in the months of February and March 1872, I made inquiry of the Officer in charge of the Account branch of the Office of Controller of Military Accounts. Communications from that officer, and from the Examiner of Medical Accounts, are herewith submitted for the information of Government, from which it will be seen that the particulars of the supplies in those months cannot be completely furnished at this time. I annex a statement of the items appearing in the accounts received from the Military Department up to February 1872, and request to be favoured with the early orders of Government on the points of objection mooted by the officers mentioned in paragraph 1, concerning the absence of Budget grants, and the general use to which the medicines, etc., obtained from the Medical Department were applied.

Statement of supplies made and charged in the Accounts of the Military Department to the Public Works Department in 1871-72.

In what month charged.	To whom supplied.	Particulars of supply.	Amounts.	——
			RS. A. P.	RS. A. P.
May 1871 ...	1. Special Executive Engineer, Wynaad.	Gun Powder for blasting.	107 7 9	
June ,, ...	2. Do. do. do. ...	Do. do. ...	214 15 0	107 7 9
,, ,, ...	3. Executive Engineer, Cannanore.	Do. do. ...	239 1 0	
,, ,, ...	4. Do. do., Neilgherry...	Do. do. ...	700 8 11	
,, ,, ...	5. Special Executive Engineer, Wynaad.	Medical Stores ...	36 7 11	
				1,191 0 10

Statement of supplies made and charged in the Accounts, etc.—(Concluded.)

In what month charged.	To whom supplied.	Particulars of supply.	Amounts.	——
			RS. A. P.	RS. A. P.
Jan. 1872 ...	6. Officiating Joint Secretary to Government, Public Works Department.	Twenty-four tin lined packing cases.	156 6 0	156 6 0
Feb. ,, ...	7. Executive Engineer, Presidency.	Blocks, shears, rope, etc., for the Fort Gas Works.	1,687 1 10	
,, ,, ...	8. Special Executive Engineer, Wynaad.	Gun Powder for blasting.	505 10 1	
,, ,, ...	9. Superintending Engineer, 1st Division.	Medical Stores ...	134 1 9	
,, ,, ...	10. Special Executive Engineer, Wynaad.	Do. do. ...	240 0 1	
,, ,, ...	11. Secretary to Government, Public Works Department.	One copy Medical Code, Volume II.	2 4 8	
,, ,, ...	12. Superintending Engineer, 4th Division.	Do. do. ...	2 4 8	
,, ,, ...	13. Controller of Public Works Accounts.	Do. do. ...	2 4 8	
				2,573 11 9
		Total...	......	4,028 10 4

FORT ST. GEORGE,
7th May 1872.

(Signed) S. BROCK,
Controller of Public Works Accounts.

No. 364. ORDER THEREON, 14th May 1872, No. 1,287.

ACCOUNT, No. 32.

RS.	A.	P.
36	7	11
156	6	0
134	1	9
240	0	1
2	4	8
2	4	8
2	4	8

THE Government direct that the items as per margin, which appear in the Controller's statement above recorded, be charged to the general allotment "for contingencies" for the past official year.

2. As it is understood that the 4th item (Rupees 700-8-11) has been adjusted in the Neilgherry Range Accounts for March, just received in the Controller's Office, no orders with reference to it are necessary.

3. The undermentioned items will be charged against the works noted opposite to them :—

Item No. 1 ...	Rupees	107	7	9	Perriah Ghaut.
,, ,, 2 ...	,,	214	15	0	Tambracharry Ghaut.
,, ,, 3 ...	,,	239	1	0	Road from Taliparamba to Erroocur.
,, ,, 7 ...	,,	1,687	1	10	Gas Works, Fort St. George.
,, ,, 8 ...	,,	505	10	1	Tambracharry, Perriah, and Carcoor Ghauts.

4. As the outlay in 1871-72 on the works noted against Items 1, 2, 3, and 8 is not likely with the debits now proposed to be raised against them, to exceed the grant for that year in each case by more than Rupees 500, no supplemental allotments are necessary under paragraph 90, Section II. of the Manual.

5. As respects Item No. 7 (Rupees 1,687-1-10) the Government desire to be furnished with the fullest explanation (1) as to the circumstances under which the blocks, shears, rope, etc., required in connection with the Fort gas works were not indented for *on loan*, (2) whether the estimate contained any provision for these items; (3) if not, under whose sanction the Executive Engineer indented for the articles *unconditionally*, and (4) how they have been disposed of. The Government have ascertained that the outlay on the gas works, up to 31st March last, amounted to Rupees 11,205, which agrees with the sanctioned estimate, and as the grant of Rupees 1,164 for 1871-72 was fully utilized the present debit of Rupees 1,687-1-10 will appear in the annual accounts for that year as an unauthorized excess. This should not have been allowed to occur, and the Superintending Engineer will explain, after due inquiry, whether the Executive Engineer was furnished with a copy of the Order of the 23rd November last, No. 2,957, regarding "transfer accounts with other departments," and how it was that with that order in his possession he failed to take measures for the adjustment of the value of the articles indented for in October and passed on the 11th December 1871.

6. Copies of these Proceedings will be furnished to all Superintending Engineers, who will enjoin upon Range Officers the necessity for the closest adherence to the rules promulgated in the order quoted in the preceding paragraph.

7. The Controller of Military Accounts will be requested, through the Military Department, to take measures for ensuring advices of debits raised on account of Stores* issued to the Public Works Department being promptly communicated to the Executive Officers concerned and to the Controller, Public Works Accounts, and for the charges being embodied in the accounts of the month in which the issues are made.

* Ordnance, Commissariat, and Medical.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following papers :—

No. 365. From the Superintending Engineer, 3rd Division.
(Here enter No. 132, dated 18th April 1872.)

No. 366. From the Acting Superintending Engineer, 1st Division.
(Here enter No. 338, dated 24th April 1872.)

No. 367. ORDER THEREON, 14th May 1872, No. 1,288.

TELEGRAPH, No. 1.

ORDERED that the following letter be sent.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 368. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,289.

TELEGRAPH, No. 2.

SIR,—The amount allotted by the Government of India and included in the Imperial Budget as a Reserve for Telegraph buildings in this Presidency during the current official year is Rupees 3,000. This amount, I am directed to bring to notice, is quite inadequate to provide for the completion of the Telegraph Offices at Rajahmundry, Cocanada, Bellary, and Negapatam, the progress of which during the past year was, owing to various causes, not commensurate with the grants made available for them.

2. The following statement exhibits particulars of the amounts of sanctioned estimates for the buildings, the grants made, the expenditure in 1871-72, and the sums required to complete:—

——	Estimate.	Grant.	Expenditure in 1871-72.	Required to complete.
	RS.	RS.	RS.	RS.
Telegraph Office at Rajahmundry	7,900	5,000	4,593	3,307
Do. at Cocanada	20,450	18,000	9,144	11,306
Do. at Bellary	......	11,000	3,000	15,000
Do. at Negapatam	12,520	11,000	4,170	8,350
				37,963

3. No explanation is called for in regard to the Rajahmundry Office, the allotment for which was fairly worked up to.

4. The small outlay on the Cocanada Office is due chiefly to the delay caused by the site originally selected having been abandoned in favour of another which was reported by the officers of both the Revenue and Public Works Departments to be in every respect more desirable. The acquisition of this site was not completed till near the close of 1871.

5. The grant for the Bellary Office was not made by the Government of India until the 18th September 1871. The Municipal Commissioners and the Collector at first raised objections to the site selected by the Telegraph Department for the building, but they have since been induced to withdraw those objections; and as the ground was not made over until March, the outlay, notwithstanding every effort which the Superintending Engineer reports was made, fell considerably short of the allotment. The estimate for the building is under preparation, and the amount required in 1872-73 is only approximately set down by that officer at Rupees 15,000.

6. The allotment for the Office at Negapatam was made simultaneously with that for the Bellary Office. In the case of the Negapatam Office the delay was due to the site not having been finally determined on until February 1872.

7. As any delay in the completion of the buildings in question will not only result in loss, but prove a source of inconvenience to the Telegraph Department, I am to request that a grant of Rupees 38,000 may be specially made for the purpose, and that, in the event of the Government of India not being in a position to provide the amount, sanction may be accorded for transferring it from the assignment of Rupees 50,000 for the Madras Telegraph Office, the detailed drawings and estimates for which will take some time to prepare on the approval of the Government of India being communicated to the revised designs. In anticipation of the approval of the Government of India to either of these proposals, this Government have authorized the progress of the works being continued during the current official year.

No. 369. Read the following letter from the Officiating Superintending Engineer, 4th Division, to the Officiating Secretary to Government, Public Works Department, dated Madras, 6th May 1872, No. 547 :—

1 Service Register.

ADVERTING to Government Order No. 137, dated 13th April 1872, transferring Mr. Supervisor Watkins from Bellary to the Chembrumbakum project, I have the honour to bring to notice that the Supervisor reported himself to me on the 19th April 1872, fit for duty after sick leave granted to him by the Superintending Engineer of the 3rd Division in the *Fort St. George Gazette*, page 555, dated 19th March 1872.

2. Under departmental rules I have been supplied with a copy of the Supervisor's service register, which is most unsatisfactory, and which I have the honour now to enclose for the information of Government.

3. On the very unfavourable report made of Mr. Watkins by the several officers under whom he has served, I beg to submit, for the consideration of Government, that Mr. Watkins is a most improper person to entrust with a work of such grave importance.

4. The Chembrumbakum project* is a vast and important irrigation project, for the successful completion of which much professional skill, great care and energy, and constant and close supervision will be required. Shortcomings in these respects will lead to disastrous results.

* Estimate Rupees 4,14,000.

5. I beg therefore to recommend that Mr. Watkins be removed to some work distant from the Presidency, where he can do little harm, and that a man of first rate character be placed at my disposal for this project.

No. 370. ORDER THEREON, 14th May 1872, No. 1,290.

ESTABLISHMENT, No. 40.

THE Government remark that Mr. Supervisor Watkins is not placed in independent charge of the Chembrum-

bakum tank work, but is under the orders of the Range Officer at the Mount, from whom Colonel Wilkieson expected it to receive "continual inspection." They are not prepared therefore to alter the arrangement made; but direct that a quarterly report of the Supervisor's conduct may be submitted while he is on the work, and that he be warned that he will be reduced to the rank of Overseer if he does not give satisfaction.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 371. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Officiating Secretary to Government, Public Works Department, dated Dowlaishweram, 27th April 1872, No. 383:—

I HAVE the honour to enclose herewith copy of a letter* received from the Supervisor in charge of No. 1 Range, Vizagapatam, reporting the loss of three copper bars from the stores at Nursipatam under charge of Mr. Local Fund Overseer Jeffry.

* No. 624, dated 18th March 1872.

2. From Mr. Supervisor Laskey's letter it will be observed that he supposes that these bars were stolen by some of Mr. Local Fund Overseer Jeffry's Goomastahs, who were, in his opinion, characters of doubtful honesty. The loss of these bars was reported to the Police, and although a search was made for them no satisfactory result ensued.

3. Under these circumstances I request the permission of Government for [s]triking off the rods referred to from the store books of the No. 1 or Golgondah [Ra]nge.

[N]o. 372. ORDER THEREON, 14th May 1872, No. 1,291.

ESTABLISHMENT, No. 41.

IN the above letter the Acting Superintending Engineer of the 1st Division reports the loss of three copper bars, being parts of lightning conductors, from a store at Nursipatam, in charge of a Local Fund Overseer Mr. Jeffry. The fact that the metal was missing does not appear to have been reported by the Overseer, but was discovered by the Range Officer during his inspection.

2. The Government consider that this is clearly a case in which the Overseer should be held responsible, and accordingly direct that he may be placed under stoppages till he has made good the loss sustained.

3. The remainder of the bars in store should be disposed of unless there is a probability of their being brought into use, in which latter case precautions should be taken for their safety while stored.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 373. Read the following letter from the Officiating Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 7th May 1872, No. 583 :—

1 Tabular Statement.

On the recommendation of the late Colonel Boileau, the Government were pleased, in their Order No. 770, dated 7th March 1866, to sanction the entertainment of three additional hands in this office ; two of these were for the estimate department, and the third for the current or copying department.

2. I find from the tabular statement which accompanied Colonel Boileau's letter recorded in the Order above quoted, and which is herewith forwarded for the information of Government, that the additional Assistant in the estimate-maker's department was intended to be merely a *copyist* to keep all the registers required to be maintained in the department, but apparently through a clerical error the fourth Assistant is denominated Estimate-maker (a misnomer) in the Government Order, and the Controller of Public Works Accounts properly insists therefore that the incumbent shall pass the Special Test prescribed for Draughtsmen and Estimate-makers, or be mulcted in the prescribed amount.

3. A man who has passed the General Test for the Uncovenanted Civil Service Examination, and who is a very good copyist, now holds this appointment. The Controller of Public Works Accounts passes him only 19½ Rupees. The full salary of the appointment is Rupees 25. This is done because the man has not passed the professional test.

4. I am of opinion that the misnomer was a mere clerical error, and if the Government take the same view of the matter, I beg that the necessary orders for correcting the mistake may be issued, and the present incumbent be allowed to draw the full salary of the appointment for the future, and in arrears.

5. In the tabular statement of establishment submitted to Government, the man is denominated " copyist for registering, etc., estimates."

No. 374. Order thereon, 14th May 1872, No. 1,292.

ESTABLISHMENT, No. 42.

As of the two additional hands applied for and sanctioned by Government in their Orders of the 7th March 1866, No. 770, for the estimate branch of the Superintending Engineer's Office, one was required and has been employed only as a copyist, and as by his having been designated estimator in those orders, he cannot draw the full salary of the post until he passes the prescribed test, the Government authorize the designation of the appointment being altered to that of copyist ; but they cannot sanction the payment of any arrears to the present incumbent, as there is no reason why the present application should have been delayed to be made until now.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 375. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Officiating Secretary to Government, Public Works Department, dated Dowlaishweram, 4th May 1872, No. 465 :—

At the request of the Postmaster General, Madras, I have the honour to request you will be good enough to place at my disposal the necessary funds for the following works, from the sum of Rupees 10,000 stated by Colonel Pears to have been allotted by the Government of India for Minor Works of the Postal Department in this Presidency for 1872-73 :—

——	Work.	Estimate.	Expenditure in 1871-72.	Amount required for 1872-73.
		RS.	RS.	RS.
Vizagapatam ...	Repairing Post Office at Nursipatam	700	73	627
Ganjam	Constructing Post Office at Gopalpore	1,200	......	1,200

No. 376. ORDER THEREON, 14th May 1872, No. 1,293.

ACCOUNT, No. 33.

A GRANT for the Post Office at Gopalpore has been made in G. O., No. 1,251 of this day's date. The sum of Rupees 627, required for the Post Office at Nursipatam,* is allotted from the reserve in the Imperial Budget for Postal buildings in anticipation of the sanction of the Government of India, [wh]ich is necessary, the appropriation being from "New Works" to "Repairs."

* Estimate of Rupees 700, sanctioned in G. O., No. 67, dated 10th January 1872.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

N[o]. 377. (DOCKET No. 1,294, dated 14th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 378. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 223 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 22nd April 1872, No. 244.

I HAVE the honour to report, for the information of Government, that upon the recommendation of the Chief Engineer, I have granted Mr. G. Hardinge, the

Engineer in charge of the Terminal Works and new Central Station, twelve months' furlough to Europe.

2. Mr. Hardinge left Madras on the 2nd instant, and his duties during his absence will be conducted by Mr. F. B. Hanna without prejudice to his own duties as Assistant to the Chief Engineer.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 1st May 1872, No. 267.

I HAVE the honour to report, for the information of Government, that upon the recommendation of the Chief Engineer, I have granted Mr. G. K. Winter, the Company's Telegraph Engineer, one year's furlough to Europe.

2. Mr. Winter left Madras by the steamer *Peshawur* yesterday, and Mr. W. F. Potter has as a temporary measure been placed in charge of his duties in addition to his own duties as Resident Engineer of the 1st Division, South-West Line.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 379. ORDER THEREON, 14th May 1872, No. 1,295.

RAILWAY, No. 52.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 380. Read the following letter from the Superintending Engineer, 8t[h] Division, to the Secretary to Government, Public Works Departmen[t], dated Madura, 8th May 1872, No. 532:—

I HAVE the honour to submit, for the sanction of Government, a comparative statement and a revised estimat[e] amounting to Rupees 940, for repair[ing] the Police barracks at Madura.

1 Estimate of Rupees 940.
1 Specification Report.
1 Comparative Statement.

2. The original estimate of Rupees 620 for the above-mentioned work was sanctioned in G. O., No. 1,273, dated 9th May 1871; on unroofing the building numerous rafters, reepers, and purlins were found to have been destroyed by white-ants, these defects not being perceivable when the original estimate was framed, hence it has been found necessary to revise it, whereby the amount exceeds that of the original sanction by Rupees 320.

3. To estimate accurately for the repair of an old kutcha building like that of the Police Barracks under reference is not feasible, for it is only when the roof is removed that the actual defects of the building are visible. The excess in the present instance is chiefly attributable to a considerable increase in the quantity of wood-work to be provided in lieu of the decayed reepers, rafters, and purlins as already mentioned, and also to a slight increase of rate in substituting vengay wood instead of jungle-wood, which latter cannot be procured in this place of the required scantlings given in the original estimate.

4. The work being considered very urgent, I have, as usual, forwarded to the Superintendent of Police the comparative statement and the revised estimate of Rupees 940 above-mentioned for submission to Government for sanction, and provision of the extra sum of Rupees 320 now required for the work as per revised estimate.

5. Captain Guthrie has, however, returned the above two documents to me, stating that he has entered the said sum of Rupees 320 in his scheme for the current official year under the head "construction," and he suggests that I should obtain the sanction of Government for the transfer of that amount from "construction" to "repairs."

6. Under these circumstances I request that Government will be pleased to sanction the estimate, and to authorize the transfer of funds as suggested by Captain Guthrie.

No. 381. ORDER THEREON, 14th May 1872, No. 1,296.

CIVIL WORKS, No. 17.

THE revised estimate of Rupees 940 for repairs to the Police Barracks at Madura is sanctioned. The Inspector-General of Police will provide for the excess in the statements to be submitted by him, showing the manner in which he proposes to appropriate the Police grants included in the Budget.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 382. Read the following Circular from the Secretary to the Government of India, Public Works Department, (Account—General), to the Governments of Madras, Bombay, Bengal, the North-Western Provinces, and the Punjab; the Chief Commissioners of Oudh, the Central Provinces, British Burmah, and Mysore and Coorg; the Resident at Hyderabad; the Agents to the Governor-General for Central India and Rajpootana; and to the Superintendent of Port Blair and the Nicobars, dated Fort William, 1st February 1872, No. 11:—

THE present rules* regarding reports of probable excess of outlay over estimate require that the Controller of Public Works Accounts, after examining the

* P. W. Code XX, ii, 28—30.

monthly accounts of a division, shall bring to the notice of the Superintending Engineer all items, such as high rates, etc., leading to the supposition that excess outlay may occur. If the latter after inquiry considers that there will be no excess, the matter is allowed to drop.

2. It has, however, been brought to the notice of the Government of India that, in certain cases when excess outlay was certainly on the eve of occurrence, the Local Administration had received no intimation of the fact. In view to prevent the recurrence of such cases, His Excellency the Governor-General in Council is pleased to rule that the Controller of Public Works Accounts shall, as heretofore, report probable excesses over estimate to the Superintending Engineer for inquiry and reply, but that if no reply reaches him within a month, or if he is not satisfied with the result he shall be competent to report the case to the Local Government or Administration; but, in any event, the Superintending Engineer shall be responsible for excess expenditure that may occur of which he has received due warning, but which he has misjudged and failed to report.

(Signed) C. H. DICKENS, Colonel, R.A.,
Secretary to the Government of India.

No. 383. ORDER THEREON, 14th May 1872, No. 1,297.

ACCOUNT, No. 34.

RECORDED with reference to letter to the Government of India dated 6th May 1872, No. 1,154.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 384. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 10th May 1872, No. 233 :—

I HAVE the honour to submit, for the sanction of the Government of India, the accompanying indent* (in duplicate) on the Board of Directors of the Madras Railway for stores† for use at the new Central Station, the approximate cost being Rupees 124-12-0.

* No. 76, dated 8th May 1872.

† Two tons of silicate of soda and two tons of chloride of calcium.

2. In forwarding the indent the Agent quotes from the Chief Engineer's report :—

" A portion of the quantity last supplied was used at the recommendation of the Government Bridge Committee to silicate the arches of the Soornamooky bridge (*vide* G. O., No. 942 of 30th March 1871), and a further portion was used for the bridge over the Cochrane's Canal; the balance left is inadequate to silicate the brick-work of the Central Station. A further supply is, therefore, necessary."

No. 385. ORDER THEREON, 14th May 1872, No. 1,298.

RAILWAY, No. 53.

ORDERED that the indent submitted with this letter be forwarded for the sanction of the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 386. (DOCKET No. 1,299, dated 14th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 387. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 9th May 1872, No. 230 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th May 1872, No. 287.

IN reply to your letter No. 325 of the 6th instant, I have the honour to inform you that, as I mentioned in Committee, to-day I have forwarded to the Great Indian Peninsula Company for approval a revised Table of Trains on the North-West Line to come into operation on or about the 1st of June next, when the temporary road across the Kistna river will probably be washed away.

2. This Time Table provides for the Mail Train to leave Madras at 2 P. M. and to arrive at Raichore at 8-20 A. M. on the following day, and for the train from Bombay to leave Raichore at 4 P. M. arriving in Madras at 11 A. M. on the following day.

3. In the course of to-morrow, I hope to be able to submit a complete Time Table for the sanction of Government.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 294.

IN continuation of my letter No. 287 of yesterday, I have the honour to forward herewith, for the approval of Government, a Time Table of Trains on the North-West Line which it is proposed to introduce upon the interruption of the present temporary communication over the Kistna river which may be expected about the commencement of next month.

2. In writing to the Great Indian Peninsula Company yesterday, I stated that some fixed date must be named by them for the introduction of the altered Time Bill, and that this must not be contingent upon the failure of their road over the river. I did this with a view to prevent a repetition of the annoyance to which we were subjected last year.

MADRAS

Proposed Time Table for North-West Line

Stations.		1		2		3		4		5		6	
		Goods.		1, 2, 3, and Goods.		1, 2, 3, Mail.		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, and Goods.	
		A.	M.	A.	M.	P.	M.	A.	M.	P.	M.	A.	M.
Madras	Dep.	...	...	7	0	2	0	...	...	2	30	...	...
Salt Cotaur Junction ...	...	...	...	...	...	...	...	...	...	2	45	...	...
Perambore	...	...	...	7	12	2	8	...	...	2	50	...	...
Perambore Works ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Avady	...	...	...	7	43	...	...	...	...	3	20	...	...
Tinnanore	...	...	...	7	57	2	43	...	...	3	35	...	...
Trivellore	...	...	...	8	15	3	2	...	...	4	5	...	...
Cudumbatore ...	...	...	...	...	...	...	...	...	...	4	15	...	...
Chinnamapett ...	...	...	...	8	40	...	...	...	...	4	35	...	...
Arconum Junction ...	Arr.	...	...	8	55	3	42	...	...	5	5	...	...
Do.	Dep.	...	...	9	15	3	50	...	...	5	30	...	...
Tirutany	...	...	...	9	47	...	...	...	...	6	0	...	...
Naggery	..	...	...	10	20	...	...	...	...	6	30	...	...
Puttoor	...	...	...	10	52	4	55	...	...	7	5	...	...
Poody	...	...	...	11	28	...	...	...	...	7	40	...	...
Tirupetty	Arr.	...	...	11	55	5	30	...	...	8	0	...	...
Do.	Dep.	7	20	12	20	5	35	...	...	...	...	...	...
Ballypully	...	8	20	...	...	...	...	...	...	...	...	...	...
Codoor	Arr.	9	0	1	35	6	45	...	...	...	...	...	...
Do.	Dep.	...	...	1	50	6	50	...	...	...	...	...	...
Reddypully	...	...	...	2	33	...	...	...	...	...	...	...	...
Rajampett	...	...	...	2	57	...	...	...	...	...	...	...	...
Nundalore	...	...	...	3	25	8	0	...	...	...	...	...	...
Wontimettah	...	...	...	4	3	...	...	...	...	...	...	...	...
Cuddapah	Arr.	...	...	5	0	9	0	...	...	...	...	...	...
Do.	Dep.	...	...	...	...	9	30	...	...	...	...	7	0
Camalapoor	...	...	...	...	...	10	18	...	...	...	...	7	50
Yerragoontla ...	...	...	...	...	...	10	48	...	...	...	...	8	21
Moodanoor	...	...	...	...	...	11	20	...	...	...	...	8	54
Kondipuram	...	...	...	...	...	12	10	...	...	...	...	9	42
Tadputri	...	...	...	...	...	1	10	...	...	...	...	10	40
Royalcherroo ...	...	...	...	...	...	2	0	...	...	...	...	11	30
Ghooty	Arr.	...	...	...	...	2	55	...	...	...	...	12	20
Do.	Dep.	...	...	...	...	3	20	4	45	...	...	12	50
Goondacul	Arr.	...	...	...	...	4	5	5	35	...	...	1	35
Goondacul	Dep.	...	...	...	...	...	...	5	50	...	...	1	55
Veerapoor	...	...	...	...	...	...	...	6	50	...	...	2	45
Bellary	Arr.	...	...	...	...	...	...	7	35	...	...	3	35
Goondacul	Dep.	...	...	...	...	4	15	...	...	...	...	...	...
Nuncherla	...	...	...	...	...	4	40	...	...	...	...	...	...
Auspree	...	...	...	...	...	5	22	...	...	...	...	...	...
Adony	Arr.	...	...	...	...	6	0	...	...	...	...	...	...
Do.	Dep.	...	...	...	...	6	13	...	...	...	...	...	...
Kosgee	...	...	...	...	...	7	3	...	...	...	...	...	...
Tungabudra (S. B.) ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mutmurri	...	...	...	...	...	7	50	...	...	...	...	...	...
Raichore	Arr.	...	...	...	...	8	20	...	...	...	...	...	...
		A.	M.	P.	M.	A.	M.	A.	M.	P.	M.	P.	M.

MADRAS,
8th May 1872.

(Signed) R. B. ELWIN,
Agent and Manager.

RAILWAY.

on the opening of the Kistna Ferry.

Stations.		1		2		3		4		5		6	
		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, Mail.		Goods.		1, 2, 3, and Goods.	
		A.	M.	A.	M.	P.	M.	P.	M.	A.	M.	A.	M.
Raichore	Dep.	...	...	...	...	...	...	4	0	...	...	...	...
Mutmurri	...	...	...	...	...	...	...	4	33	...	...	...	...
Tungabudra (S. B.) ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kosgee	...	...	...	...	...	...	...	5	20	...	...	...	...
Adony	Arr.	...	...	...	...	...	...	6	10	...	...	...	...
Do.	Dep.	...	...	...	...	...	...	6	20	...	...	...	...
Auspree	...	...	...	...	...	...	...	6	58	...	...	...	...
Nuncherla	...	...	...	...	...	...	...	7	42	...	...	...	...
Goondacul	Arr.	...	...	...	...	...	...	8	5	...	...	...	...
Bellary	Dep.	...	...	9	15	5	0	...	...	...	...	...	...
Veerapoor	...	...	...	10	5	5	45	...	...	...	...	...	...
Goondacul	Arr.	...	...	11	0	6	45	...	...	...	...	...	...
Goondacul	Dep.	...	...	11	15	6	55	8	15	...	...	...	...
Ghooty	Arr.	...	...	11	55	7	40	9	0	...	...	...	...
Do.	Dep.	...	...	12	30	...	...	9	30	...	...	...	...
Royalcheroo	...	...	...	1	20	...	...	10	20	...	...	...	...
Tadputri	...	...	...	2	10	...	...	11	10	...	...	...	...
Kondipuram	...	...	...	3	10	...	...	12	10	...	...	...	...
Moodanoor	...	...	...	4	0	...	...	1	0	...	...	...	...
Yerragoontla	...	...	...	4	35	...	...	1	35	...	...	...	...
Camalapoor	...	...	...	5	8	...	...	2	10	...	...	...	...
Cuddapah	Arr.	...	...	6	0	...	...	3	0	...	...	...	...
Do.	Dep.	...	...	...	...	...	...	3	20	...	...	7	45
Wontimettah	...	...	...	...	...	...	...	...	...	...	...	8	35
Nundalore	...	...	...	...	...	...	...	4	38	...	...	9	10
Rajampett	...	...	...	...	...	...	...	...	...	...	...	9	35
Reddypully	...	...	...	...	...	...	...	...	...	...	...	10	5
Codoor	Arr.	...	...	...	...	...	...	5	45	...	...	10	52
Do.	Dep.	...	...	...	...	...	...	5	50	9	30	11	0
Ballypully	...	...	...	...	...	...	...	...	...	10	10	...	...
Tirupetty	Arr.	...	...	...	...	...	...	7	0	11	0	12	20
Do.	Dep.	5	30	...	...	...	...	7	10	...	...	12	40
Poody	...	6	0	...	...	...	...	...	...	...	...	1	8
Puttoor	...	6	35	...	...	...	...	...	...	...	...	1	45
Naggery	...	7	7	...	...	...	...	...	...	...	...	2	20
Tirutany	...	7	40	...	...	...	...	...	...	...	...	2	55
Arconum Junction ...	Arr.	8	5	...	...	...	...	8	50	...	...	3	25
Do. ...	Dep.	8	20	...	...	...	...	9	15	...	...	5	20
Chinnamapett ...	...	8	40	...	...	...	...	...	...	...	...	...	...
Cudumbatoor ...	...	8	58	...	...	...	...	...	...	...	...	...	...
Trivellore	...	9	10	...	...	...	...	9	55	...	...	6	0
Tinnanore	...	9	40	...	...	...	...	10	15	...	...	...	...
Avady	...	9	55	...	...	...	...	...	...	...	...	...	...
Perambore Works ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Perambore	...	10	25	...	...	...	...	10	50	...	...	6	55
Salt Cotaur Junction ...	...	10	35	...	...	...	...	...	...	...	...	...	...
Madras	Arr.	10	40	...	...	...	...	11	0	...	...	7	15
		A.	M.	P.	M.	P.	M.	A.	M.	A.	M.	P.	M.

(Signed) H. E. CHURCH,

Traffic Manager.

SUBMITTED for the approval of Government.

2. It is proposed that the revised Time Table should come into operation on the North-West Line of the Madras Railway on or about the 1st June next, when the temporary road across the Kistna river will probably be washed away and the ferry had recourse to.

3. Under this proposed service the Mail Train will leave Madras at 2 P. M. instead of 3-30 P. M. as at present, and will reach Raichore at 8-20 A. M. next day, instead of 11-45 A. M. The train from Bombay will leave Raichore at 4 P. M. arriving at Madras at 11 A. M. the following day, in lieu of the present hours 12-45 P. M. and 8·45 A. M.

4. I have discussed this subject with the Railway authorities, and the arrangement seems to me the best that can be made under the circumstances. It will be observed that the average speed of the train between Madras and Raichore has been increased from 17 miles to 19 miles per hour, including stoppages.

5. The necessary notice has been given to the Postmaster General.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 388. ORDER THEREON, 14th May 1872, No. 1,300.

RAILWAY, No. 54.

APPROVED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 389. Read the following letter from the Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Cuddalore, 2nd May 1872, No. 33 :—

I HAVE the honour to request that the Government will be pleased to grant at once, from the current year's Reserve under "Military," funds for the undermentioned works at Bangalore, which were not, by an oversight, included in my statement of demands from the Reserve submitted on the 19th April 1872 :—

		RS.
1.	Demolition of the upper storey and the engine-house of the Bakery...	1,970
2.	Alterations to the Store in the Fort at Bangalore for converting it into a laboratory of the Magazine...	1,610

2. For dismantling the bakery an estimate of Rupees 1,970 was sanctioned, and the amount assigned in G. O., No. 700, of 13th March 1872; but this was subsequently, in G. O., No. 851, of 26th March 1872, transferred to the School-house, European Infantry Barracks, as the bakery could not be made over by the Commissariat Department until ovens were erected in the old Infantry Barracks. I have now written to the Executive Engineer asking him when the ovens will be constructed, and whether he can now proceed with the work sanctioned.

3. For the other work Rupees 2,000 were granted in G. O., No. 527, of 26th February 1872. This sum was also transferred to the School-house, as the Executive Engineer considered that he could not put the work in hand before obtaining sanction to the estimate, *vide* his report submitted with this office endorsement No. 12 of 9th April 1872. The estimate and the report on the state of the present laboratory were submitted in my Nos. 26 and 29 of 26th and 27th April 1872 respectively.

4. It would now appear from the Proceedings of Government of 26th February, and their Order of 26th March 1872, No. 851, that the alteration to the Store in the Fort was intended to be carried out on emergency, the present laboratory being in a dangerous state, and, moreover, the Assistant Quarter Master General of the Division has lately desired that the work should be put in hand at once.

5. Under these circumstances I have, as a special case, instructed the Executive Engineer to commence at once the proposed laboratory in anticipation of sanction of the estimate and of an assignment of funds for the same.

No. 390. ORDER THEREON, 14th May 1872, No. 1,301.

ACCOUNT, No. 35.

THE proceeding of the Superintending Engineer reported in paragraph 5 of this letter is approved.

2. The grant for the first of the works referred to will be provided when the demands of Superintending Engineers for incomplete works are under review. The second work is included in the list of Military works proposed to be undertaken from the additional assignment of one lakh sanctioned by the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 391. Read the following letter from the Superintending Engineer, 2nd Division, to the Officiating Secretary to Government, Public Works Department, dated Masulipatam, 5th May 1872, No. 24:—

WITH reference to G. O., No. 693, of 12th March 1872, I have the honour to observe that the transfer of funds therein sanctioned could not be carried out owing to the late date at which the G. O. was received. As the boiler therein referred is urgently required, I solicit the sanction of Government for a fresh allotment of Rupees 1,638 from the Reserve under Ordinary Agricultural Works, *vide* paragraph 4 of G. O., No. 935, of 9th April 1872.

No. 392. ORDER THEREON, 14th May 1872, No. 1,302.

ACCOUNT, No. 36.

THE Superintending Engineer of the 2nd Division will observe from G. O., No. 1,082, dated 26th April 1872,

that as the Government of India decline to authorize the appropriation of funds made in the Orders of the 12th March 1872, No. 693, the Government will obtain sanction to the sum of Rupees 1,638 required for the purchase of the dredge boilers being provided from the additional assignment made to the Presidency under "Agricultural." Looking however to the delay which an application to the Supreme Government will involve, the boiler may be purchased at once and be debited to the Agricultural allotment for repairs pending the provision of a special allotment for it.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 393. Read the following Proceedings of the Government of India, Public Works Department (Account—Railway), dated Fort William, 1st May 1872, No. 623 A—R. :—

Prompt adjustment of Railway Companies' claims against Government.

Read again :—

Public Works Department Resolution Nos. 163—71 A—R, dated 8th March 1871, laying down rules for the prompt adjustment of the claims of Railway Companies against Government.

Despatch No. 31-R, dated 6th February 1872, to Secretary of State, forwarding a copy of the above Resolution for information.

Read also :—

From the Secretary of State for India, to the Government of India, dated 21st March 1872, No. 36-R.

I HAVE received the Despatch of your Government of the 6th February 1872, No. 31, forwarding a copy of your Resolution directing the prompt adjustment of claims on Government, by Railway Companies in their capacity of carriers, in the terms of which I entirely agree.

ORDER.—Ordered that the Despatch from the Secretary of State just read be communicated to the several departments of the Government of India, to the Local Governments, and to the officers named in the margin for information and guidance.

Financial, Foreign, Military, Home, and Agricultural and Revenue Departments.
Government of Madras.
,, of Bombay.
Consulting Engineer, Calcutta.
,, ,, Lahore.
,, ,, Lucknow.

(Signed) P. P. O'CONNELL, Colonel, R.E.,
Offg. Depy. Secy. to the Govt. of India.

No. 394. ORDER THEREON, 14th May 1872, No. 1,303.

RAILWAY, No. 55.

COMMUNICATED to the several departments of the Secretariat and to the Consulting Engineer for Railways in continuation of G. O., No. 1,022, dated 13th April 1871.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 395. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 6th May 1872, No. 491 :—

I HAVE the honour to report that, in anticipation of the sanction of Government, I have ventured to nominate an unpassed candidate, one Mooroogasum Moodelliar, an Acting Local Fund Overseer in the Madura District, to act as Taluq Overseer in the Shevagungah sub-division, *vice* Serjeant J. Hamilton remanded to his corps, *vide* G. O. of the 22nd February 1872, No. 503. The services of an Overseer being urgently required to superintend works in the above sub-division, and as the Principal of the Civil Engineering College, whom I have addressed on the subject, is unable to give me a passed candidate, I had no alternative but to appoint the Moodelliar in question; and I sincerely trust therefore that the Government will be pleased to sanction this arrangement.

2. I may mention that although Mooroogasum Moodelliar has not passed the test prescribed for the grade of Taluq Overseer, still he has obtained a certificate from the Civil Engineering College for a 2nd class Surveyor; and I have no hesitation in stating that I consider him qualified for the situation of Taluq Overseer.

3. He understands surveying, levelling, plan drawing, estimate making, and accounts. He has a fair knowledge of English; and he has gained sufficient experience in carrying out works, as he has served as Local Fund Overseer for the past eight months. In addition to all which I believe him to be thoroughly trustworthy, and anxious to follow in the footsteps of his most respected father, Iyem Permaul, who, as you will recollect, was for many years Head Accountant and Cashier of the then Chief Engineer's Office, Fort St. George.

No. 396. ORDER THEREON, 14th May 1872, No. 1,304.

ESTABLISHMENT, No. 43.

THE appointment is confirmed as a special case in the absence of duly qualified Overseers. The Government presume that Colonel Roberts has obtained the assent of the Local Fund Board to the arrangement.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 397. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department dated Madras, 9th May 1872, No. 231 :—

In further reference to the Order of Government dated the 25th March 1872, No. 836, and to my letter of the 23rd ultimo, No. 196, I have the honour to enclose a statement, prepared by the Examiner of Railway Accounts, showing the present and proposed strength of establishment for his office. The statement is accompanied by an explanatory letter,* a copy of which is enclosed.

* No. 178, 27th April 1872.

2. The statement forwarded by the Examiner shows a net increase of Rupees 338 per mensem; but this increase is more than due to the application for a 2nd Assistant Controller, for whom a salary of Rs. 350 per mensem is proposed. In the scale given in paragraph 16 of the Resolution* of the Governor-General in Council, No. 669-A. R., dated 30th October 1871, two Assistant Controllers were allotted to this Presidency; and it will be seen that Captain Moberly ... poses to employ the additional Assistant, if sanctioned, upon the very importa ... ies of supervising the Traffic Audit Offices and the Traffic Accounts of the l ... ys generally; also the Offices and Accounts of the Stores Department. These duties were specially detailed in paragraphs 4 to 7 of the Resolution† of the Government of India, No. 402-A. R., dated the 23rd March 1872. With the exception of this one item, the scale on which the Examiner has proposed to fix his establishment is within the sum at present sanctioned, and I am satisfied that the work allotted to him cannot be efficiently performed at a lower cost.

* *Vide* G. O., No. 836, 25th March 1872.

† *Vide* G. O., 8th April 1872, No. 925.

3. From the first paragraph of the Resolution* of the Government of India, No. 499-A.R., dated the 6th April 1872, it is clear that the introduction of the new system of audit was expected to lead to an immediate increase of cost.

* *Vide* G. O., 23rd April 1872, No. 1,053.

From the Examiner of Railway Accounts, to the Consulting Engineer for Railways, dated Madras, 27th April 1872, No. 178.

With reference to the recent orders of the Government of India regarding the audit of Guaranteed Railway Accounts, promulgated in G. O., No. 836, of the 25th March 1872, I have the honour to forward a statement showing the present and proposed establishment for my office. I would propose to retain Mr. Johnston at Negapatam, and, in consideration of the increase of work which will devolve upon him in connection with the audit of traffic, to strengthen his hands by allowing him a clerk on Rupees 40 per mensem. I would also allow him a peon. I have included in the proposed establishment another Assistant Controller. For this position I would strongly recommend Mr. Quinlan, my present Accountant, who I consider is well fitted for the post. He has been in the Examiner's Office for two years, and has given complete satisfaction. I would propose to place him in immediate charge of the duties of the audit of traffic and stores. To replace him I should require an Accountant on Rupees 160, to carry on the daily audit in the Chief Auditor's Office in the Madras Railway. The remaining two clerks of the proposed establishment will be fully occupied with duties of correspondence, returns, etc.

2. I would propose to place a peon under the Assistant Controller here, and will require two peons for the conveyance of letters, etc., between the various Railway Offices, making in all four.

Railway Department.

No.	Date.	Office to which the proposition refers.	Nature of charge.				Proposition.						Grounds of proposition.
			Present scale.		Proposed scale.		Permanent.		Temporary.				
							Increase per month.	Decrease per month.	Increase per month.		Decrease per month.		
									Period.		Period.		
				RS.		RS.	RS.	RS.		RS.		RS.	
		Examiner of Railway Accounts.	Assistant Controller ...	350	2 Assistant Controllers ...	700	350						Under the provisions of Resolution of Government of India contained in Circular No. 17 Railway, dated 15th March 1872.
			Accountant	250	Accountant	160	......	90					
			Do.	100	Do.	100	......						
			Do.	40	Do.	40	......						
					Do.	50	50						
					4 Peons	28	28						
					Total...		428	90					

Madras,
27*th April* 1872.

(Signed) C. M. MOBERLY, Captain,
Examiner of Railway Accounts.

No. 398. ORDER THEREON, 14th May 1872, No. 1,305.

RAILWAY, No. 56.

ORDERED that these papers be forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 399. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,306.

RAILWAY, No. 57.

From the Consulting Engineer for Railways, No. 231, dated 9th May 1872.
From the Examiner of Railway Accounts, No. 178, dated 27th April 1872.

SIR,—In continuation of docket No. 1,110, dated 30th April 1872, I am directed to forward the papers marginally noted regarding the establishment required by the Examiner of Railway Accounts consequent on the changes ordered by the Government of India in their Resolution of the 15th March 1872, No. 17.

2. It will be observed that, exclusive of the salary of the additional Assistant Examiner whom the Government of India propose to appoint to this Presidency, the proposals submitted by Captain Moberly show a saving of Rupees 12 per mensem. That officer strongly recommends Mr. F. P. Quinlan, his present Accountant, for the appointment of Assistant Examiner. The salary at present drawn by Mr. Quinlan is Rupees 250, but the revised scheme of establishment contemplates the abolition of the appointment and the employment of two Accountants on Rupees 160 and Rupees 50, and four Peons at Rupees 28.

3. The Government concur with Lieutenant-Colonel Shaw-Stewart in considering that to enable the Examiner to undertake the increased responsibilities which now devolve on him, the establishment applied for is on as moderate a scale as is consistent with efficiency.

No. 400. Read the following letter from the Superintending Engineer, 3rd Division, to the Officiating Secretary to Government, Public Works Department, dated Bellary, 8th May 1872, No. 338 :—

WITH reference to G. O., No. 2,904, dated 15th November last, I have the honour to request that a sum of Rupees 105 may be placed at my disposal to carry out the experiment in connection with rice cultivation in the Poddatoor Range during this year.

No. 401. ORDER THEREON, 14th May 1872, No. 1,307.

IRRIGATION, No. 13.

THE sum of Rupees 105 may be provided from the allotment for Minor New Works for the Cuddapah District.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 402. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th May 1872, No. 228 :—

REFERRING to G. O., No. 803 of 21st March, communicating the sanction of the Government of India to the plans and estimates for the Southern Extension of the Great Southern of India Railway, I have the honour to state that I am unable to reconcile the total reduction made by the Government of India under the head "Construction of line" with the detailed retrenchments ordered to be made under that head.

2. I have therefore the honour to request that you will move the Government of India to furnish more particular information as to the reductions to be made.

No. 403. ORDER THEREON, 14th May 1872, No. 1,308.

RAILWAY, No. 58.

ORDERED that this letter be forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 404. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,309.

RAILWAY, No. 59.

SIR,—Adverting to your No. 329 G.R., dated 2nd March 1872, I am directed to forward the accompanying letter from the Consulting Engineer for Railways, and to request that more particular information may be furnished as to the specific reductions which the Government of India desire to make under the head "Construction of line" in the estimates for the Southern Extension of the Great Southern of India Railway.

Read the following letters :—

No. 405. From the Controller of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Madras, 27th March 1872, No. 3,190.

1 Copy of Circular.
1 Set of Forms.

I HAVE the honour to enclose, for the consideration and *early* orders of Government, a Circular from the Accountant General of the Public Works Department, under date the 13th March 1872, forwarding, with reference to "paragraph 2 of Public Works Department Circular No. 80 of 1871," samples of certain forms for Range Officers' Accounts, showing the manner in which expenditure on Irrigation Works should be recorded from and after the 1*st proximo.*

2. The new forms comprize a Cash Account Current, a Stock Account Current, and Schedules of receipts and expenditure.

3. The forms would seem to indicate that they are intended for use by officers exclusively in charge of Irrigation Divisions, and hence provision is

made in the Account Current for the entry of credit orders, cash balances, etc., appertaining entirely to such charges.

4. In this Presidency we have only one range (Chembrumbaukam) which is exclusively irrigation, and even, as regards this charge, it is clear from G. O., No. 819, dated 23rd March 1872, that it is in contemplation to treat the Supervisor, whom it is proposed to place in executive charge of the Chembrumbaukam works, not as an officer directly in account with this office, but as a disburser in connection with the officer in charge of the Mount Range of the Chingleput District. In all our ranges, then, works of every description (building, roads, irrigation, etc.,) will be under the supervision of our Range Officers, and these have, at their disposal, monies allotted from—

1. Imperial Fund Extraordinary.
2. Do. do. Ordinary.
3. Provincial do.
4. District Road do.
5. Other Local do.

5. It follows, then, that in these cases the credits are granted against the aggregate assignment from all sources, and as only one cash account and one cash chest are maintained, the cash balances are general, and cannot be said to appertain to any particular fund.

6. With the charges under the Government of India the case is different, as, I believe, Irrigation Divisions are special, and it is an easy matter in such ranges to maintain the forms now circulated for general adoption.

7. Moreover, we have no separate Irrigation Department, the establishments, other than that of the Chief Engineer for Irrigation, being employed on general duties. It is thus impossible, under the existing organization, to show the salaries of any specified number of Superintending Engineers, Executive Engineers, Assistant Engineers, Upper Subordinates, and others, as charges against Irrigation, as seems to be required by the form of schedule of *expenditure* now submitted. That form, moreover, requires a monthly comparison of expenditure with estimate under properly classified heads, and this, as Government are aware, is not now required to be done, the original form of the Madras Progress Report having been modified under the orders of Government No. 216, dated 22nd January 1867.

8. The new form of Account Current provides for the exhibition, monthly, of receipts from water rates, and the revenue generally from Works of Irrigation. Upon this subject, orders are requested for the guidance of this office and that of Range Officers. At present certain figures are furnished annually by Collectors to Superintending Engineers in connection with the statements of remunerative and reproductive works, and these are, I believe, in most cases unconditionally accepted, but find no place in the Public Works Accounts. It has now to be determined in what manner the figures which are to be recorded in the Public Works books should be obtained, and whether those figures are, in any way, to be checked by the Public Works Department.

9. Another very important question requiring consideration is, What are the works for which separate Capital and Revenue Accounts are to be kept? The forms require that the transactions in connection with works of this class should be recorded distinctly from those relating to other works of irrigation.

10. I have not received Public Works Department Circular No. 80 of 1871, quoted in the first paragraph of this letter, but it is possible that that document is one emanating from the *Government of India,* and now under the consideration of this Government.

11. The new forms are in great detail, and will require much care and labour in their preparation. It has on several occasions been represented to Government that my own office and the office establishments of Range Officers are already overtaxed, the work in the Accounts branch having considerably increased in recent years, and it is very doubtful whether the requirements of the two Circulars under reference and those which may follow, can possibly be met without a sensible augmentation of the strength of our various office establishments, or a radical change in the organization of the Madras Public Works Department.

No. 406. From the same Officer, dated Fort St. George, 5th April 1872, No. 45.

Adverting to my letter No. 3,190 dated 27th ultimo, I have honour to forward herewith copies of further communications* from the Accountant General of the Public Works Department, giving detailed instructions as to the manner in which the Public Works Accounts should be closed for the current year, and the forms in which they are to be rendered for the ensuing year 1872-73.

* Circular No. 8, dated 20th March 1872.
Letter ,, 384 G, ,, 22nd ,, ,,

2. It will be seen from the papers now submitted that the Accountant General has defined the principles on which the divisions or ranges are to be classed as Irrigation Imperial, or Provincial, so that the points of difficulty, mooted in my letter under reference, in the way of maintaining exclusively Irrigation Divisions and Accounts are now cleared up, and it is only left for the Government to decide on the works for which Capital and Revenue Accounts are to be opened out.

3. I also request to be favoured with the early orders of Government on this letter, for permission to circulate the papers from the Accountant General, Public Works Department, for the information and guidance of all officers in account with this office, with instructions on such points as seem to call for explanation.

No. 407. Order thereon, 14th May 1872, No. 1,310.

ESTABLISHMENT, No. 44.

With the first of the letters recorded at the head of these Proceedings the Controller of Public Works Accounts requests the orders of Government on a Circular from the Accountant General of the Public Works Department relative to the forms of Accounts to be adopted from the 1st April, and to the manner in which expenditure on Irrigation Works should be recorded. In the second letter he states that further instructions received from the Accountant General have cleared up many of the points on which he solicited instructions, and requests the Government to decide on the works for which Capital and Revenue Accounts are to be opened.

2. The last point is disposed of in G. O., No. 1,102, dated 30th April 1872, to which the attention of the Controller is called.

3. Until the Districts have been divided into Circles, and the information required to admit of the Capital and Revenue Accounts being opened has been obtained, the forms proposed for adoption from the 1st April cannot be opened in their integrity. The Government observe that the form of Progress Report (No. 26) to be adopted appears to be applicable to large projects for Irrigation, relative to which it is desirable to record expenditure separately under each distinct head, but all the information which will be required to admit of Capital and Revenue Accounts being kept for Circles, the works in which consist of numerous petty tanks and channels, will be afforded if the accounts are recorded as in the present form of Progress Report, the adoption of which was approved on the recommendation of the Controller in Order No. 216, dated 22nd January 1867.

4. The adoption of the new forms will undoubtedly increase the work of the offices of Executive Engineers, who already complain of the inadequacy of their establishments to meet the numerous demands made upon them. The Government observe that in paragraph 12 of the Accountant General's letter he solicits suggestions relative to improvements or modifications in the forms of Accounts proposed; the Controller should therefore carefully consider the matter, and should suggest such modifications as may tend to augment work in the Executive Offices in the least possible degree and to throw the work of compilation as much as possible on his own office, as it will be far more economical to concentrate the work and to increase the establishment of the Controller's Office than to augment the establishments of some eighty Executive Officers.

5. It appears to the Government that even for large projects the present form of Progress Report might be retained with but slight modifications, as the information required relative to expenditure and included in the new forms is actually now recorded in the Form B. B. I.

6. Pending the division of the Districts into Circles the Government are of opinion that it will be sufficient to adopt the new form of Progress Report for the works noted in the margin, and the Controller will issue instructions accordingly; as the Circles into which the Districts are to be divided are determined upon the adoption of the new form of Progress Report may be extended to them unless the modifications which the Controller may suggest in order to economize labour are approved by the Accountant General, Public Works Department. Forms 22 and 24 should be adopted at once.

Godavery Delta.
Kistna.
Pennair.
Palar Anicut.
Streevigoontum and Upper Coleroon.
Chembrumbaukum Tank Project.
Madras Water Supply Project.

7. As the revenue is not collected by the members of the Public Works Department the receipts from Irrigation, whether in the form of water rates or in the form of a consolidated tax on irrigated land, can be entered in the account current only at the end of the year from information furnished by the Revenue Department; but all proceeds from miscellaneous sources, such as from nanal, etc., plantations, from navigation on irrigation channels, etc., etc., should find a place in the accounts current of the months in which such sums are realized.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint-Secretary to Government.

No. 408. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th May 1872, No. 226 :—

I HAVE the honour to forward, for submission to the Government of India, the Report of Progress made in the construction of the Madras Railway for the quarter ended 31st March 1872, accompanied by a brief descriptive report.

Brief Descriptive Report submitted with Progress Report for quarter ending 31st March 1872.

NEILGHERRY BRANCH LINE.

Earthwork.—This item refers to earthwork in cutting and embankments, including earthwork in connection with the doubling of the main line between Noyel bridge and Pothanore station.

Minor Bridges—Large Bridges.—Under these headings the expenditure on excavation of foundations and masonry is included.

Fencing.—The expenditure on ditch and mound fencing, planting aloes, thorn fence at the junction, and fence drains, is included under this head.

Other items.—These include Engineer's out-bungalow, Engineer's office, making petty roads, contingent establishment, extra earthwork in road approaches and in extra drains, pitching, road and stream diversion, metalling of roads, and gatekeeper's lodges.

Ballast.—This refers to the ballasting of the line, including ballasting in connection with the doubling of the main line between Noyel bridge and Pothanore station.

Permanent-way.—This refers to the leading and laying of the permanent-way of the line, including the doubling of the main line between Noyel bridge and Pothanore station.

Platforms.—This includes the platforms at Coimbatore, Tudialore, and Karamady Stations, and the back verandah and platform at Pothanore station.

Passenger Building.—This includes the station-houses and Native urinals at Coimbatore, Tudialore, and Karamady stations ; also the extra accommodation for the Station Master at Coimbatore.

Watering arrangements.—This includes the well staging, water column, and taking up and relaying piping from tank-house to water column at Pothanore station ; also the well staging, water column, and tank-house at Karamady station.

Small items.—These include the extra siding in the station yard at Pothanore station, and the miscellaneous works at Karamady, Tudialore, and Coimbatore stations.

SOUTH-WEST LINE.

Watering arrangements.—These include the well staging, piping and laying of do., the zinc shed over steam pump, and the boundary wall around zinc shed (Bangalore).

Small items.—This consists of the boundary wall and alteration of platform at new Central station.

NORTH-WEST LINE.

Large Bridges.—This refers to the new bridges over the Huggry and Cheyaur rivers and the bridge at the 286th mile, 14th Telegraph post.

Platforms.—This refers to the station-house platform, and covered platform at Raichore station, and the open platform at the Toongabudra river.

Passenger Buildings.—These include the station-house, European and Native urinals, refreshment-room and godown at Raichore station, and the station-house at the Toongabudra river.

Goods Shed.—The goods shed and platform and the salt godown at Raichore station are included in this item.

Watering arrangements.—These include the following works at Raichore station, namely, wash-out-cock in engine shed, well staging, water column, piping and laying do., and tank-house ; also the additional well staging at Goondacûl station.

Staff Quarters.—Under this item are included the following buildings at Raichore station, namely, Staff Bungalow, Station Master's Bungalow, Apothecary's, Double Engine Driver's, Single Engine Driver's, two Firemen's, Telegraph Signaller's, Guard's, and Permanent-way Inspector's bungalows ; also the Sub-Inspector's bungalow at Ansprey, the Deputy Postmaster's bungalow at Raichore station, the dwelling-houses for the Native staff of the Traffic Department at Goondacul station, and the dwelling-houses for the Pointsmen and Porters of the Traffic Dept. at Raichore.

Engine Shed.—The engine and carriage sheds at Raichore are the works referred to herein.

Small items.—Under this heading are included the following works at Raichore, namely, shear legs, double engine pits, two blowing off pits, engine and carriage turntables, weigh-bridge, six Scotch blocks, eight signals, weigh-bridge office, cash godown and miscellaneous works ; also signals at Goondacul Junction and Toongabudra river, and the weigh-bridge and office at Bellary.

MADRAS, 25*th April* 1872.

(Signed) R. B. ELWIN, *Agent and Manager.*

(Signed) B. ANDERSON, *Chief Engineer.*

MADRAS

A.—General Progress Report of Works on the Neilgherry

References to heads of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English Stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
I.	Preliminary Expenses	......	......	......	10,954 0 0
II.	Land	......	......	......	......
III.	Construction of Line	7,41,623 0 0	1,05,518 0 0	1,04,339 0 0	3,38,880 0 0
	Earthwork. Cuttings and embankments	2,25,728 0 0	......	33,951 0 0	1,27,705 0 0
	Earthwork. Rock Cutting ...	......	......	......	......
	Small Bridges and Culverts ...	2,09,256 0 0	16,374 0 0	46,645 0 0	94,198 0 0
	Large Bridges (as per Statement D.)	1,45,665 0 0	89,144 0 0	21,684 0 0	43,414 0 0
	Fencing	36,427 0 0	......	1,725 0 0	2,729 0 0
	Other items	1,24,547 0 0	......	334 0 0	70,834 0 0
IV.	Ballast and Permanent-way ...	2,78,979 0 0	6,71,021 0 0	25,476 0 0	44,625 0 0
	Ballast ... Collected. ... / Spread	71,726 0 0	......	10,018 0 0	14,358 0 0
	Rails ... Lifted	......	......	......	......
	Rails ... Linked in ...	......	......	......	......
	Rails ... In Depôt. ...				
	Sleepers ... Lifted ... Iron ... / Wood ... ; Laid ... Iron ... / Wood ... ; In Depôt. Iron ... / Wood ...	2,07,253 0 0	6,71,021 0 0	15,458 0 0	30,267 0 0
V.	Stations and Buildings (as per Statement C.)	72,937 0 0	43,819 0 0	6,511 0 0	7,742 0 0
	a. Platforms	19,833 0 0	2,570 0 0	3,185 0 0	3,497 0 0
	b. Passenger buildings ...	21,983 0 0	1,401 0 0	3,224 0 0	3,985 0 0
	c. Goods shed	......	......	......	......
	d. Watering arrangements ...	9,520 0 0	3,064 0 0	......	......
	e. Staff Quarters by rooms ...	......	......	......	......
	f. Engine shed	......	......	......	......
	g. Small items	21,601 0 0	36,784 0 0	102 0 0	260 0 0
VI.	Telegraph	......	......	......	......
VII.	Plant	1,639 0 0	......	0 15 0	0 15 0
VIII.	Rolling Stock (*vide* Statement D.) ...	......	......	......	......
IX.	Maintenance	82,789 0 0	......	......	......
X.	Establishment	......	......	6,214 0 0	28,015 0 0
XI.	Contingencies	......	......	......	......

Chief Engineer's Office,
27th April 1872.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) C. M. MOBERLY,
Government

RAILWAY.

Branch Line for the quarter ending 31*st March* 1872.

Number.			Quantities.			Permanent-way.		Probable date		Remarks.
Total.	Finished.	In Hand.	Total as per Estimate.	Executed during quarter.	Executed to end of quarter.	Total arrived in Port.	Arrived in Port during quarter.	Of completion.	By which the Permanent-way could be laid if urgently required.	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	Cubic yards 821,794	C. yds. 90,266	C. yds. 566,994	...	...	31st Dec. 1872.	......	
...	...	...	...	...	...	...	...	}	......	
...	...	...	...	...	...	...	...	}	......	
No. 100	...	No. 100	...	...	...	...	...	} 31st Dec. 1872.	......	
8	...	8	...	...	...	...	...	}	......	
Miles. 50·18	Miles. 5·35	Miles. 8·41	...	...	...	...	...	}	......	
No. 5	...	No. 5	...	...	...	...	...	}	......	
...	...	...	...	...	...	...	...	31st Mar. 1873.	......	
25·09	5·52	19·57	...	...	...	...	...	31st Mar. 1873.	......	
...	...	...	...	...	...	...	...	...	......	
25·09	3	22·09	...	...	...	10,901	...	...	......	
25·09	...	...	...	...	...	59,464	...	31st Mar. 1873.	......	
14	...	14	...	...	...	...	...	31st Mar. 1873.	......	
4	...	4	...	...	...	...	...	}	......	
4	...	4	...	...	...	...	...	}	......	
...	...	...	...	...	...	...	...	}	......	
2	...	2	...	...	...	...	...	} 31st Mar. 1873.	......	
...	...	...	...	...	...	...	...	}	......	
...	...	...	...	...	...	...	...	}	......	
4	...	4	...	...	...	...	...	}	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	...	...	......	

Captain, *Examiner.* (Signed) R. B. ELWIN, *Agent and Manager.* (Signed) B. ANDERSON, *Chief Engineer.*

A.—General Progress Report of the South-

References to heads of Estimate.	Details.	Total Estimate. Indian Expenditure.	Total Estimate. Value of English Stores.	Actual Indian Expenditure. During quarter.	Actual Indian Expenditure. Total from commencement to end of quarter.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
I.	Preliminary Expenses	......	......	......	......
II.	Land	......	......	......	......
III.	Construction of Line	......	......	......	......
	Earthwork — Cuttings and embankments	......	......	......	......
	Earthwork — Rock Cutting ...	......	......	......	......
	Small Bridges and Culverts ...	......	......	......	......
	Large Bridges (as per Statement D.)	......	......	......	......
	Fencing	......	......	......	......
	Other items...	......	......	......	......
IV.	Ballast and Permanent-way ...	......	......	......	......
	Ballast ... Collected ...				
	Ballast ... Spread				
	Rails ... Lifted				
	Rails ... Linked in ...				
	Rails ... In Depôt ...				
	Sleepers ... Lifted ... Iron ...	......	......	......	......
	Sleepers ... Lifted ... Wood ...				
	Sleepers ... Linked in ... Iron ...				
	Sleepers ... Linked in ... Wood ...				
	Sleepers ... In Depôt ... Iron ...				
	Sleepers ... In Depôt ... Wood ...				
V.	Stations and Buildings (as per Statement C.)	36,510 0 0	2,769 0 0	3,727 0 0	22,068 0 0
	a. Platforms	......	......	......	......
	b. Passenger shed	......	......	......	......
	c. Goods shed	......	......	......	......
	d. Watering arrangements ...	5,147 0 0	2,769 0 0	180 0 0	180 0 0
	e. Staff Quarters by rooms ...	......	......	......	......
	f. Engine shed	......	......	......	......
	g. Small items	31,363 0 0	......	3,547 0 0	21,888 0 0
VI.	Telegraph	......	......	......	......
VII.	Plant	......	......	......	......
VIII.	Rolling Stock (*vide* Statement D.)	1,25,287 0 0	......	2,726 0 0	35,872 0 0
IX.	Maintenance	......	......	......	......
X.	Establishment	3,25,500 0 0	......	69,380 0 0	3,54,390 0 0
XI.	Contingencies	12,000 0 0			

CHIEF ENGINEER'S OFFICE,
27th April 1872.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) C. M. MOBERLY,
Government

West Line for the quarter ending 31st *March* 1872.

Number.			Quantities.			Probable date		Remarks.
Total.	Finished	In hand.	Total as per Estimate.	Executed during quarter.	Executed to end of quarter.	Of completion.	By which the Permanent-way could be laid if urgently required.	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
3	...	3	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
1	...	1	...	...	...	31st Dec. 1872.	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
2	...	2	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	This includes the expenditure incurred on account of establishment of the North-West Line.

Captain,
Examiner.

(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) B. ANDERSON,
Chief Engineer.

A.—General Progress Report of the North-

References to heads of Estimate.	Details.	Total Estimate. Indian Expenditure. RS. A. P.	Total Estimate. Value of English Stores. RS. A. P.	Actual Indian Expenditure. During quarter. RS A. P.	Actual Indian Expenditure. Total from commencement to end of quarter. RS. A. P.
I.	Preliminary Expenses	......	......	......	......
II.	Land	......	......	......	......
III.	Construction of Line	5,15,300 0 0	6,07,190 0 0	4 0 0	1,07,393 0 0
	Earthwork. { Cuttings and embankments ...	......	......	......	......
	Earthwork. { Rock Cutting ...	......	......	......	......
	Small Bridges and Culverts ...	......	......	......	......
	Large Bridges (as per Statement D)	5,15,300 0 0	6,07,190 0 0	4 0 0	1,07,393 0 0
	Fencing	......	......	......	......
	Other items	......	......	......	......
IV.	Ballast and Permanent-way ...	......	......	......	......
	Ballast ... { Collected ...				
	Ballast ... { Spread ...				
	Rails ... { Lifted ...				
	Rails ... { Linked in ...				
	Rails ... { In Depôt ...				
	Sleepers ... { Lifted ... { Iron ...	......	......	......	......
	Sleepers ... { Lifted ... { Wood ...				
	Sleepers ... { Linked in. { Iron ...				
	Sleepers ... { Linked in. { Wood ...				
	Sleepers ... { In Depôt... { Iron ...				
	Sleepers ... { In Depôt... { Wood ...				
V.	Stations and Buildings (as per Statement C.)	3,30,612 0 0	1,35,572 0 0	20,725 0 0	2,47,663 0 0
	a. Platforms	29,263 0 0	8,600 0 0	......	14,646 0 0
	b. Passenger buildings ...	39,427 0 0	3,090 0 0	5,527 0 0	35,542 0 0
	c. Goods shed	38,746 0 0	12,120 0 0	6,989 0 0	35,968 0 0
	d. Watering arrangements ...	12,709 0 0	4,913 0 0	857 0 0	10,114 0 0
	e. Staff Quarters	66,190 0 0	......	2,736 0 0	52,888 0 0
	f. Engine shed	51,338 0 0	23,840 0 0	3,308 0 0	35,032 0 0
	g. Small items	92,939 0 0	83,009 0 0	1,308 0 0	63,473 0 0
VI.	Telegraph				
VII.	Plant	......	......	......	......
VIII.	Rolling Stock (*vide* Statement D.) ...				
IX.	Maintenance	3,81,116 0 0	......	41,353 0 0	3,70,708 0 0
X.	Establishment †	......	......	......	......
XI.	Contingencies †				

Chief Engineer's Office,
27th *April* 1872.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) C. M. MOBERLY,
Government

West Line for the quarter ending 31st March 1872.

Number.			Quantities.			Probable Date		Remarks.
Total.	Finished.	In hand.	Total as per Estimate.	Executed during quarter.	Executed to end of quarter.	Of completion.	By which the Permanent-way could be laid if urgently required.	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
3	...	3	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
3	...	3	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
48	25	23	...	...	...	...	......	
3	2	*1						* Work stopped.
5	5	...						
3	1	2						
6	3	3	...	...	...	30th June 1872.	......	
13	9	4						
2	...	2						
16	5	11						
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	
...	...	...	...	...	...	...	......	† The expenditure for establishment is included in the South-West Line Return.

Captain,
Examiner.

(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) B. ANDERSON,
Chief Engineer.

B.—Progress Report of large Bridges on the Neilgherry Branch from 0 Mile to 25 Miles 14 Chains for quarter ending 31st March 1872.

Names.	Foundations.	Abutments and Piers up to springing or Girder level.	Arching or erection of Girders.	Other items.	Remarks.
At 5 miles 68 chains	Laid ...	S. abutment foundations laid from bottom 12½ feet. N. abutment foundations laid from bottom 16¼ feet.	......	......	Four 64 feet openings with wrought-iron girders.
a. Per-centage done	......	60			
b. Date of completion	......	31st December 1872.			
At 19 miles 4 chains	Foundations of piers not yet laid.	Abutments ready to girder stone level.	......	......	Do. do. do.
a. Per-centage done	......	51			
b. Date of completion	......	31st December 1872.			
At 11 miles 7 chains	Laid ...	Both abutments laid to the top of the girder stone level.	......	......	Do. do. do.
a. Per-centage done	......	60			
b. Date of completion	......	31st December 1872.			
At 10 miles 11 chains	......	Both abutments laid to the top of the girder stone level.	......	......	Double 64 feet openings do. do.
a. Per-centage done	......	43			
b. Date of completion	......	31st December 1872.			
At 12 miles 3 chains	Laid ...	S. abutment to the top of girder stone level. Pier laid 3 feet below top of girder stone level.	......	......	Do. do. do.
a. Per-centage done	......	37			
b. Date of completion	......	31st December 1872.			

B.—Progress Report of large Bridges on the Neilgherry Branch, etc.—(Concluded.)

Names.	Foundations.	Abutments and Piers up to springing or Girder level.	Arching or erection of Girders.	Other items.	Remarks.
At 5 miles 29 chains	Laid ...	S. abutment and 1 pier to the bottom of girder stone level. N. abutment 3 feet below top of girder stone level.	......	......	Double 64 feet openings with wrought-iron girders.
a. Per-centage done	......	68			
b. Date of completion	......	31st December 1872.			
At 6 miles 46 chains	Laid ...	S. abutment laid to the bottom of girder stone level. N. abutment foundations 4′ 4″ laid.	......	......	Triple 30 feet openings do. do.
a. Per-centage done	......	64			
b. Date of completion	......	31st December 1872.			
At 24 miles 34 chains	Not commenced as yet.	....	......	......	Single 12 feet arch.
a. Per-centage done	......	....	......	......	
b. Date of completion	......	....	......	......	31st Dec. 1872. { Girders not expected from England for some months.

Chief Engineer's Office,
27th April 1872.

(Signed) B. ANDERSON,
Chief Engineer.

B.—Progress Report of large Bridges on the South-West Line for the quarter ending 31*st March* 1872.

Nil.

Chief Engineer's Office,
27*th April* 1872.

(Signed) B. ANDERSON,
Chief Engineer.

B.—Progress Report of large Bridges on the North-West Line for the quarter ending 31*st March* 1872.

Names.	Foundations.	Abutments and Piers up to springing or Girder level.	Arching or erection of Girders.	Other items.	Remarks.
New Cheyaur Bridge at 135 miles 50 chains.					
a. Per-centage done ...	Not commenced as yet.		......	......	Excavation of foundations begun in April.
b. Date of completion ...	......	......	......	......	....
Bridge at 286 miles 14 Telegraph Post.					
a. Per-centage done ...	......	......	......	......	....
b. Date of completion ...	Not commenced as yet.		......	......	Girders delivered; work put in hand in April.
Huggry Bridge at 297 miles 13 chains	... ..	9 Screw pile piers on Bellary side are finished; the remaining piers are waiting for cylinders from England.	7 sets of girders rivetted on Bellary bank, and 6 sets of girders rivetted on Madras bank.	......	....
a. Per-centage done ...	......	10	......	......	....
b. Date of completion ...	*Nil.*	......	......	......	....

Chief Engineer's Office,
27*th April* 1872.

(Signed) B. ANDERSON,
Chief Engineer.

C.—Progress Report of Stations for the Neilgherry Branch Line for the quarter ending 31st March 1872.

Names of Stations.	A. Platforms.	B. Passenger Buildings.	C. Goods Shed.	D. Watering arrangements.	E. Staff Quarters (by rooms.)	F. Engine Shed.	G. Small items.	Remarks.
Tudialore at 9 miles 5 chains.								
a. Per-centage done	92	....	....	....	....	....	....	
b. Date of completion	30th June 1872.	....	*Nil.*	*Nil.*	*Nil.*	*Nil.*	....	
Karamady at 20 miles 43 chains.								
a. Per-centage done	79	....	....	....	....	....	....	
b. Date of completion	30th June 1872.	....	*Nil.*	Not commenced.	*Nil.*	*Nil.*	....	
Coimbatore at 2 miles 77 chains.								
a. Per-centage done ... ... *b.* Date of completion	....	Not commenced	as yet.	....	....	....	....	Pending sanction to the complete estimate.
Pothanore at 301 miles 69 chains.								
a. Per-centage done ... ... *b.* Date of completion	....	Not commenced	as yet.	....	....	....	....	Put in hand in April.

Chief Engineer's Office,
27th April 1872.

(Signed) B. ANDERSON,
Chief Engineer.

C.—Progress Report of Stations on the South-West Line for the quarter ending 31*st March* 1872.

Nil.

Chief Engineer's Office,
27*th April* 1872.

(Signed) B. ANDERSON,
Chief Engineer.

C.—Progress Report of Stations on the North-West Line for the quarter ending 31*st March* 1872.

Names of Stations.	A. Platform.	B. Passenger Buildings.	C. Goods Shed.	D. Watering arrangements.	E. Staff Quarters (by rooms.)	F. Engine Shed.	G. Small items.	Remarks.
Toongabudra Station at 332 miles 71 chains.								
a. Per-centage done ... ... / b. Date of completion... ...	Finished.	Finished.	...	...	...	...	...	
Raichore Station at 350 miles 33 chains.								
a. Per-centage done ... ... / b. Date of completion... ...	*	Finished.	95·00 30th June 1872.	† 90·00 30th September 1872.	Finished.	80·00 30th September 1872.	‡ 90·00 30th September 1872.	* Station-house platform completed. Covered platform work stopped. † Awaiting sanction for alteration proposed. Wash-out-cock in engine shed not put in. ‡ Shear legs not erected. Ash-pit under shear legs not constructed.

Chief Engineer's Office,
27*th April* 1872.

(Signed) B. ANDERSON,
Chief Engineer.

D.—General Progress Report of Work in erecting and building Locomotive and Rolling Stock for quarter ending 31*st March* 1872.

—	Number Sanctioned.	Number erected up to 31st March 1871.	Number erected during current year. During quarter.	Number erected during current year. To end of quarter.	Building or under erection at end of quarter.	Arrived at Shops during quarter.	Arrived at Port during quarter.	Balance to arrive in Port.	Remarks.
Locomotives	126	126	......	......	......	......	......	......	
Tenders	106	106	......	......	......	......	......	......	
Sleeping carriages	4	4	......	......	......	......	......	......	
First-class do.	22	15	......	......	......	......	......	......	
Second-class do.	57	55	......	......	......	......	......	......	
Second do. do. brakes	5	......	......	......	......	......	......	......	
Third do. do. do.	30	30	......	......	......	......	......	......	
Do. do. do.	207	146	25	25	10	......	......	......	
Cooly class or covered carriages ...	25	25	......	......	......	......	......	......	
Third do. upper-storied carriages ...	2	2	......	......	......	......	......	......	
Composite carriages	31	26	......	......	......	......	......	......	
Night do. do.	16	6	......	......	10	......	......	......	
Engineer's Inspection carriage with brake	1	1	......	......	......	......	......	......	
Passengers' luggage vans	25	25	......	......	......	......	......	......	
Carriage trucks	30	20	......	......	......	......	......	......	
Horse-boxes	50	30	......	......	10	......	......	......	
Ballast waggons	293	244	......	......	......	......	......	......	
Open-sided goods waggons	30	* 302	......	......	......	......	......	......	
Open goods waggons	50	50	......	......	......	......	......	......	
High-sided open goods waggons ...	2,152	1,860	......	......	......	......	......	......	
High open goods waggons	5	5	......	......	......	......	......	......	
Road waggons with brake	25	22	......	......	......	......	......	......	
Covered goods waggons	75	† 28	......	......	......	......	......	......	
Coke waggons	360	‡ 410	......	......	......	......	......	......	
Timber trucks	150	144	......	......	......	......	......	......	
Gun-powder vans	3	3	......	......	......	......	......	......	
Oil Store vans	3	3	......	......	......	......	......	......	
Water trucks	4	4	......	......	......	......	......	......	
Cattle waggons	35	35	......	......	......	......	......	......	
Platform trucks	......	§ 6	......	......	......	......	......	......	
Goods brake vans	69	41	......	......	......	......	......	......	
Road waggons	7	7	......	......	......	......	......	......	
Travelling cranes	4	4	......	......	......	......	......	......	
Fire-engine trucks	2	......	......	......	......	......	......	......	
Buffer springs	......	......	......	......	......	*Nil.*	......	......	
Carriage and waggon springs ...	......	......	......	......	......	,,	......	......	
Draw springs	......	......	......	......	......	,,	......	......	
Axles	......	......	......	......	......	,,	......	......	
Wheels, pairs of	......	......	......	......	......	,,	......	......	
Sets of iron work carriages ...	......	......	......	......	......	,,	......	......	
Do. do. waggons	......	......	......	......	......	,,	......	......	
	3,772	3,553	25	25	30	......	......	......	

Remarks:

* Sanction received in Government Order Nos. 272 and 3,004, dated 22nd January and 12th December 1870, for conversion of two of these vehicles into fire-engine trucks, 292 into high-sided open goods waggons, and 10 into carriage trucks.

† Sanction received from Consulting Engineer, No. 397, dated 14th May 1864, for conversion of three of these vehicles into road brake waggons.

‡ Sanction received in Government Order No. 3,004, dated 12th December 1870, for conversion of fifty of these vehicles into covered goods waggons.

§ Sanction received from Consulting Engineer, No. 397, dated 14th May 1864, for conversion of these six vehicles into timber trucks.

Certified as to number sanctioned and number erected.

PERAMBORE,
23rd April 1872.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

No. 409. ORDER THEREON, 14th May 1872, No. 1,311.

RAILWAY, No. 60.

ORDERED that this Report be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 410. DOCKET No. 1,312, dated 14th May 1872.

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 411. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Acting Chief Engineer for Irrigation, dated Dowlaishweram, 19th April 1872, No. 265 :—

ADVERTING to your letter No. 22 of the 14th ultimo, I have the honour to forward a statement showing the numbers of boats we have in use at present in this district. The boat referred to by the Executive Engineer as belonging to the Western Delta, and not entered in the list, is a boat lying in the Wayciroo river, and cannot be got out till the new lock at Muddapuram is finished.

2. I beg to state our estimates do not provide for "tools and plant;" a separate provision for this was made in the general abstract statement for the whole delta sent up with the Central Delta Project more than a year ago, and this course is strictly in accordance with the practice ordered to be observed by the Government of India. I am therefore at a loss to know why it should have been supposed the estimates for works provided for "tools and plant."

3. I have endeavoured to the best of my ability to show how necessary it is to have this plant in good working order for such works as these, and this has been fully demonstrated by the experience of many years. I do not therefore know what more I can add on the subject, beyond saying that very great delay has already occurred in getting material down for sanctioned works ; our quarries are getting choked with material, and there is no probability of our making any further satisfactory progress with these Loan Fund works until this plant has been increased very considerably. I trust therefore I may no longer be held responsible for any delays the Government have to complain of.

From the Executive Engineer in charge of No. 1 Range, Godavery, to the Acting Superintending Engineer, 1st Division, dated Dowlaishweram, 10th April 1872, No. 25.

IN reply to your memorandum No. 3,794, dated 12th March, I have the honour to forward a list of the boats in use in No. 1 Range, and also those at work in No. 3 range ; with regard to the

latter Mr. Walch states there are thirteen iron punts in his range, and that they are at present working in this range. I beg to bring to notice that only twelve have been received, and, therefore, I have entered only twelve in the list forwarded.

2. These boats are used for dredging purposes for the conveyance of stone, lime, sand, gravel, etc., for the use of the delta works, and without them we could not carry on the works; all the estimates are as before reported prepared on the supposition that Government boats are available, therefore no saving is to be expected.

With regard to the number required, I am unable to give a positive opinion, but I think in this range six new large punts* could be worked advantageously.

* 72 × 12.

Boats belonging to No. 1 *Range, Godavery District.*

Description of Boat	Nos.	Former numbers.	Present numbers.	Remarks.
IRON BOATS.				
Boats without decks.				
80 × 10½ × 4¾ ...	1	2	2	
93 × 9¼ × 4¼ ...	1	13	13	
60 × 12½ × 5 ...	1	8	8	
60 × 11½ × 5 ...	1	11	11	
35 × 8¼ × 3 ...	6	Not numbered ...	29,30,31,33,34,35.	
Iron-decked boats.				
61 × 11½ × 3¾ ...	1	12	12	
60 × 10¼ × 2′ 10″...	18	17, 55, 9, 14, 15, 16, 10, 19, 14, 11, 8, 10, 0, 32.	35, 6, 9, 14, 15, 16, 17, 19, 20, 23, 24, 27, 28, 32.	
WOODEN BOATS.				
Boats without decks.				
88 × 13 × 4½ ..	1	25	25	
83½ × 14 × 4¾ ...	1	22	22	
73½ × 10 × 4½ ...	1	1	1	
44 × 12½ × 5 ...	1	10	10	
40½ × 8 × 3½ ...	1	18	18	
Wooden decked boats.				
91 × 14 × 3½ ...	1	26	26	
60½ × 14 × 3¾ ...	3	4, 21, 7.	4, 21, 7.	NOTE.—No. 7 not in use, unrepairable.

Boats belonging to No. 3 *Range, Godavery.*

Iron deep boats, ... 35 × 8¼×3 .... 3—Nos. 1, 2, 3.
Iron Punts, ... 60 ×10¼×2′ 10″ ... 12—Nos. various.
Wooden boat, no deck. 60½×14 ×3¾ ...... 1—No. 1 at shops, repairable.

DOWLAISHWERAM,
10*th April* 1872.

(Signed) H. R. MEAD, Captain, R.E.,
Executive Engineer, Godavery.

No. 412. ORDER THEREON, 14th May 1872, No. 1,313.

CIVIL WORKS, No. 18.

WITH his letter No. 265, dated 19th April, the Superintending Engineer submits a statement of the boats now in use in the Godavery Delta for the purpose of carrying materials to the delta works. There appear to be fifty-four boats now in use in the Godavery. Some are decked

and some are without decks, but the number of each kind in use in Range No. 3 is not given; it is probable, however, that the iron punts in No. 3 are decked; if so, there are thirty-five decked boats and nineteen without decks. The former are suited for carrying stone, though many of them appear to be spoil punts for the dredges. The new boats applied for appear to be required chiefly for conveying stone, but the Superintending Engineer does not state the number of boats which, during the working season, are likely to be available for carrying stone, nor does he now state the number of new boats likely to be required; the original demand was for five boats, and the Range Officer states that he thinks six new punts could be worked advantageously.

2. From the enclosure which accompanied the Superintending Engineer's letter of the 27th December 1871, No. 3,029, the Government observe that five steel barges 90′ by 14′ by 4½′ are likely to be available from the Upper Godavery works in June or July, and as the boats originally applied for by the Superintending Engineer cannot now be completed so as to be made available for work in the present season, and as with the estimates for the Eastern and Western Deltas now sanctioned, arrangements can be made for carrying stone for the work to be executed in subsequent seasons in the non-working season, or from July to January, the demand for boats in the working season will not be so great in future as it has been during the present season, and it is probable therefore that the five steel barges from the Upper Godavery will be sufficient, with the boats now in the delta, to meet the requirements of future seasons. If not, the Superintending Engineer should state distinctly what number of boats are likely to be required in addition to the five steel barges, his demand being based upon the quantity of material of various kinds likely to be required in each season in the delta while the new works are in progress, the quantity of work being estimated with a regard to the supervision available to ensure the proper execution of the work undertaken in each season, and to the interruption of traffic for as short a period as possible by the non-execution of work in both alternative lines of canal during the same season.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 413. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 225 :—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th May 1872, No. 282.

I HAVE the honour to forward herewith the draft of a revised time-table which it will be necessary to introduce at once on the North-West Line between Cuddapah and Bellary in consequence of the temporary road across the Huggry having been washed away on the morning of Saturday, the 4th instant.

See Chief Engineer's letter No. 203, dated 6th May, copy enclosed.

2. Since the interruption the greatest inconvenience has been experienced by travellers to and from Bellary and stations south of Goondacul, and I therefore propose to bring the revised table into operation on Wednesday, the 8th instant.

3. Under the exceptional circumstances, I trust that you will authorize me this pending the formal sanction of Government.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 6th May 1872, No. 203.

I FORWARD you a telegram received from Mr. Stoney reporting that the temporary road over the Huggry was washed away and communication interrupted on Saturday, the 4th instant.

Telegram from STONEY, Kosgee, to ROBINSON, Madras, dated 4th May 1872.

HUGGRY in flood. Road washed away at 9-45 A. M.; will be restored as soon as flood allows.

MADRAS RAILWAY.

Proposed Time-table between Cuddapah and Bellary on and after Wednesday, 8th May 1872.

Trains, North.

Stations.		Mail.	1, 2, & 3.	1, 2, & 3.
		P. M.	A. M.	A. M.
Madras	Dept.	3 30	... ...	... ...
		A. M.		
Cuddapah	...	12 45	... ...	7 0
Camalapoor	...	1 33	... ...	7 49
Yerragoontla	...	2 3	... ...	8 21
Moodanoor	...	2 35	... ...	8 54
Kondipuram	...	3 25	... ...	9 43
Tadputri	...	4 25	... ...	10 41
Royalchervoo	...	5 15	... ...	11 31
Ghooty	Arr.	6 10	... ...	12 20
Do.	Dept.	6 40	... ...	12 50
Goondacul	Arr.	7 25	... ...	1 35
Do.	Dept.	... ...	8 0	1 55
Veerapoor	...	... ...	9 0	2 45
Huggry	Arr.	... ...	9 25	3 10
Do.	Dept.	... ...	10 5	3 50
Bellary	Arr.	... ...	10 25	4 15
Goondacul	Dept.	7 40	... ...	... ...
Raichore	Arr.	11 45	... ...	... ...
		A. M.	A. M.	P. M.

Trains South.

Stations.		1, 2, & 4.	1, 2, & 3.	Mail.
		A. M.	P. M.	P. M.
Raichore	Dept.	... ...	... ...	12 45
Goondacul	Arr.	... ...	... ...	5 0
Bellary	Dept.	8 30	2 15	... ...
Huggry	Arr.	8 50	2 31	... ...
Do.	Dept.	9 30	3 15	... ...
Veerapoor	...	9 55	3 40	... ...
Goondacul	Arr.	10 55	4 40	... ...
Do.	Dept.	11 15	... ...	5 15
Ghooty	Arr.	11 55	... ...	6 0
Do.	Dept.	12 30	... ...	6 40
Royalchervoo	...	1 20	... ...	7 30
Tadputry	...	2 10	... ...	8 20
Kondipuram	...	3 8	... ...	9 20
Moodanoor	...	3 57	... ...	10 10
Yerragoontla	...	4 30	... ...	10 45
Camalapoor...	...	5 2	... ...	11 20
Cuddapah	...	6 0	... ...	12 10
		P. M.	P. M.	A. M.

Madras,
6th May 1872.

(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) H. E. CHURCH,
Traffic Manager.

SUBMITTED for the approval of Government.

2. By the new time-table, passengers by the 3-30 P.M. mail train from Madras will reach Bellary at 10-25 A.M. instead of 9-45 A.M. as heretofore. Passengers from Bellary to Madras will start at 2-15 P.M., instead of 3 P.M. as formerly, and will reach Madras at 8-45 A.M.

The train which formerly left Cuddapah at 9-30 A. M. and arrived at Bellary at 7-15 P.M. will now leave at 7 A.M. and arrive at 4-15 P.M. Also the train which left Bellary at 5-40 A.M. and got to Cuddapah at 3-10 P.M. will now leave at 8-30 A.M. and arrive at 6 P.M.

3. Under the special circumstances I have authorized the Agent to bring the new arrangements into operation from this date in anticipation of the approval of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 414. ORDER THEREON, 14th May 1872, No. 1,314.

RAILWAY, No. 62.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 415. Read the following :—

No. 513.

CIRCULAR MEMORANDUM.

WITH advertence to paragraph 2 of Board's Proceedings, dated 4th April 1872, No. 525, and generally to render the statistical information conveyed by the Returns accompanying the Annual Land Revenue Reports more complete, the accompanying three forms of statements are circulated as additional enclosures of Settlement Statement No. 3.

2. The first of them which will be known as enclosure D. in No. 3 shows the extent and assessment of *portions* of fields left waste, which are now included under "cultivation" whether the assessment thereof is remitted or charged at the annual settlement. This will enable the Board to distinguish the extent of "waste" which is exhibited in the accounts as "cultivated."

3. The second, which will be styled E. in No. 3, is devised to show the entire area brought under cultivation in any one particular fasli or season. At present this information is not completely afforded by Statement No. 3. The area of cultivation after the date of settlement, of cultivation of Porumboke lands, of cultivation of lands without durkhast, of cultivation concealed or not brought to account in the first instance, and of several similar items is now shown nowhere in the Settlement accounts, the revenue alone being brought to credit and exhibited in No. 5 Statement "Land Revenue, Miscellaneous."

4. The third, which will be called F. in No. 3, is intended to show in one view the whole of the area brought under irrigation, on which a charge is made for water supplied, whether in the shape of a water-rate per acre or as additional assessment or as charge for a second crop. At present no statement conveys this information. Columns have been also added in this form to show the extent of *free* irrigation in Zemindari and Inam villages. Where the charge for water is paid as part of peishcush as is the case with some Zemindaries, provision is made in this form for exhibiting the area irrigated in them.

5. Great care and accuracy will be necessary in filling up these forms, especially the last, as the information conveyed by it will be of great importance in judging of the general results of works of irrigation in the several districts of the Presidency.

6. The forms now circulated should be brought into use for the current Fasli 1281 (A.D. 1871-72), and should accompany the Settlement Report.

(By Order,)

MADRAS, (Signed) J. GROSE,
9th April 1872. *Secretary.*

ENCLOSURE D. IN STATEMENT NO. 3.

Statement showing the particulars of area and assessment of the portions of fields left waste, the extent and assessment of which are included in the figures representing the actual cultivation in the Statement of Holdings No. 3 in the District of ______________ *for Fasli* 1281.

Taluqs.	Portions of fields charged for						Portions of fields the assessment on which has been remitted.						Remarks.
	Dry.		Wet.		Total.		Dry.		Wet.		Total.		
	Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	

Note 1.—The total assessment shown as remitted in column 13 should correspond with the entry in the Remission Statement No. 4.

2.—The extent and assessment of land ploughed but remained unsown (Chickudpooldee) if any should be exhibited below in a separate line against each taluq in this Return.

ENCLOSURE E. IN STATEMENT No. 3.

Abstract showing the area and assessment of the several descriptions of land cultivated during Fasli 1281.

Item.	AREA ACTUALLY CULTIVATED (EXCLUSIVE OF *Stalacummee* OR PORTIONS OF FIELD LEFT WASTE).						Remarks.
	Dry.		Wet.		Total.		
	Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.	
1	2	3	4	5	6	7	8
	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	
Ryotwari lands actually cultivated (exclusive of partial waste) as per Statement No. 3... ...							
Items whose assessment alone is now exhibited in Land Revenue, Miscellaneous, Statement No. 5, namely :—							
Land cultivated but not included in the Settlement							
Cultivation of Porumboke lands							
Lands cultivated without durkhast							
Concealed cultivation							
Revenue from Amani villages							
Revenue from Hill villages							
Revenue from boundary lands in dispute ...							
Revenue from lands assessed at favourable rates...							
Cultivation of lands in Islands situated in rivers.							
So on for each of the remaining Items.							
Total...							

Note 1.—In this Statement all Government lands without exception, which are brought under cultivation and on which assessment is charged either in the shape of land assessment or in any other mode, should be invariably exhibited as far as this is possible.

2.—If for any of the above items the area and assessment, as required in this form, cannot be ascertained, they must be approximately estimated and exhibited under its proper head.

ENCLOSURE F. in

Statement showing in one view the entire area irrigated and the Revenue demand against
Fasli 1281

Description of land on which water-tax is levied.	Charges made for Irrigation							
	Water-tax charged at so much per acre. (Particulars of column 51 of Cultivation Statement No. 3.)						Additional column 50 of	
	Dry.		Wet.		Total.		Dry.	
	Extent.	Net amount charged.	Extent.	Net amount charged.	Extent.	Net amount charged.	Extent.	Net amount charged.
1	2	3	4	5	6	7	8	9
	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.
On Government Ryotwari lands which are exhibited in Statement No. 3								
On all other lands whose assessment alone is *exhibited in Miscellaneous Statement No.* 5								
Land cultivated but not included in the Jummahbundy								
Concealed cultivation								
Cultivation of Porumboke lands ...								
Lands cultivated without permission or durkhast								
So on for each similar item (if any).								
Total Government land...								
On minor Inam lands in Government villages								
On entire Inam and Shrotriem villages								
On Zemindari and Muttahs ...								
Grand Total...								

1. In this Statement wet lands assessed with the consolidated wet assessment should not be
2. The amounts exhibited under water-tax, additional assessment, and second crop assessment
5 which accompany the Settlement Report.
3. Particulars for each Zemindari or Muttah must be given.

STATEMENT No. 3.

such irrigation in the shape of water-tax, etc., in the District of——————*for* (1871-72).

BY GOVERNMENT WATER.

assessment. (Particulars of Statement No. 3.)				Second crop assessment on wet land. (Particulars of column 49 of Statement No. 3.)		Total.		Included in Peishcush.	
Wet.		Total.		Wet.					
Extent.	Net amount charged.	Extent.	Net amount charged.	Extent.	Net amount charged.	Extent.	Net amount charged.	Extent included.	Amount included.
10	11	12	13	14	15	16	17	18	19
ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.	ACRES.	RS.

shown.

should exactly correspond with those shown under each of the above heads in Statements Nos. 3 and

Statement showing in one view the entire area irrigated and the Revenue demand against such irrigation in the shape of water-tax, etc., in the District of ——— *for Fasli* 1281 (1871-72).—(Concluded.)

Description of land on which water-tax is levied.	CHARGES MADE FOR IRRIGATION BY GOVERNMENT WATER.					
	Extent and amount of water-tax levied in a lump sum under contract.		Area exempted from the charge for water, as being *mamul* or usual wet.	Grand Total.		Remarks.
	Extent irrigated and on which a lump sum is charged.	Amount.		Extent.	Amount.	
	20	21	22	23	24	25
	ACRES.	RS.	ACRES.	ACRES.	RS.	
On Government Ryotwari lands which are exhibited in Statement No. 3 ...						
On all other lands whose assessment alone is *exhibited in Miscellaneous Statement No.* 5 ..						
Land cultivated but not included in the Jummahbundy						
Concealedcultivation ...						
Cultivation of Porumboke lands						
Lands cultivated without permission or durkhast ...						
So on for each similar item (if any).						
Total Government land...						
On minor Inam lands in Government villages ...						
On entire Inam and Shrotriem villages						
On Zemindari and Muttahs.						
Grand Total...						

1. In this Statement wet lands assessed with the consolidated wet assessment should not be shown.

2. The amounts exhibited under water-tax, additional assessment, and second crop assessment should exactly correspond with those shown under each of the above heads in Statements Nos. 3 and 5 which accompany the Settlement Report.

3. Particulars for each Zemindari or Muttah must be given.

No. 416. ORDER THEREON, 14th May 1872, No. 1,315.

ESTABLISHMENT, No. 45.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 417. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Account—General), to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 4th May 1872, No. 473-A. G. :—

WITH reference to entries, No. 58/59, in the Account Proceedings of the Government of Madras for February 1872, I am directed to point out that the practice therein allowed of keeping expenditure in the Miscellaneous Advance Account until a grant is available to meet the charge is irregular. It is an essential principle on which the public accounts are framed that all expenditure should be brought to account as it is incurred under the head of service to which it appertains and treated as objectionable in cases where any orders or rules of Government have been ignored. This practice should be followed in the case under reference, it being left to the Government of Madras to determine whether the future outlay on contingencies by the officer concerned should not be restricted so as to meet the excess over grant which rendered it necessary to keep the amount involved in the Miscellaneous Advance Account. Such a course, I am to add, would be as effective as holding the amount in suspense, and would not appear to be otherwise objectionable.

No. 418. ORDER THEREON, 14th May 1872, No. 1,316.

ACCOUNT, No. 37.

COMMUNICATED to the Superintending Engineer of the 1st Division, with reference to G. O., No. 330, dated 3rd February 1872.

2. It has been ascertained that the sum of Rupees 59-3-0, shown to be outstanding in the Statement of Miscellaneous Advances for the quarter ending 30th June 1871, and referred to in the Superintending Engineer's letter No. 3,142, dated 15th January 1872, has been fully adjusted.

3. Lieutenant-Colonel Fischer will be careful to instruct his Range Officers that all items of office contingencies should at once be debited to the proper head of service, instead of being kept in a suspense account, and he will see that the outlay on "Contingencies" is so regulated that the aggregate allotment under that head of service for the 1st Division is not exceeded. Upon this point the Superintending Engineer's attention will be specially called to the orders communicated in Proceedings No. 86, dated 11th January 1864.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 419. Read the following Proceedings of the Government of India, Public Works Department (Account—General), dated Fort William, 22nd April 1872, No. 388 A.—G. :—

Reserve Stock.

Read the following :—

Endorsement of the Financial Department, No. 1,794, dated the 5th July 1870, forwarding, for consideration of the Public Works Department, copy of the following Despatch of the Secretary of State on the above subject :—

From the Secretary of State for India, to the Government of India, dated 31st May 1870, No. 189.

My attention having been drawn to the probability of impending changes in the conveyance of light stores to India by the Suez Canal, and to the possibility which may result from this more rapid mode of communication of diminishing the reserve stocks of Military and other stores in India, the quantities of which were fixed at a time when these facilities did not exist, I request that your Excellency's Government will consider this important subject, so that advantage may be taken of the opportunities which may be afforded, so soon as the arrangements understood to be in progress by the ship owners interested in the Indian carrying trade shall have been matured.

2. I have also, in connection with this subject, to invite your Excellency's attention to the propriety of disposing of any accumulation of surplus or obsolete stores in the various Arsenals and Depôts throughout India, which from the returns which from time to time have reached this Office, would seem to be by no means inconsiderable in quantity and value.

3. In regard to the conveyance of stores by the Suez Canal route, I am informed that the quantity of stores sent from England by that route bears as yet a very trifling proportion to that sent *via* the Cape, and that such as have been so despatched are almost exclusively for Bombay. Nor is it probable that heavy goods, such as machinery, iron girders, and the like, can, for some considerable time, be sent by ships passing through the canal, so long at least as they may be subject to being taken out of the ship for the purpose of lightening her. It is expected that the charge for freight will always exceed that *via* the Cape of Good Hope, so that it is probable that the stores for which the canal route will be immediately available will be such as have hitherto been sent by the Peninsular and Oriental Company's vessels, and the rates of freight will have to be compared with those charged by that Company rather than with those charged by owners of sailing ships by the long sea route.

4. On considering the whole subject, however, it appears to me that there can be little doubt that the effect of this great work must be to accelerate the conveyance of stores between the two countries. And I shall therefore be glad to receive your Excellency's views on the subjects indicated in this Despatch.

Endorsement by Financial Department, dated 5th July 1870, No. 1,794.

Ordered that a copy of the foregoing Despatch be sent to the Military and Public Works Departments for consideration.

Read also :—

Note by Colonel P. P. L. O'Connell, R. E., *Officiating Accountant-General, Public Works Department, embodying the result of the inquiries instituted in connection with the questions raised in the above Despatch.*

In his Financial Despatch No. 189, dated the 31st May 1870, the Secretary of State drew attention to the expediency of diminishing the reserve stock of Military and other stores in India in consequence of the conveyance of stores between the two countries having been greatly accelerated by the opening of the Suez Canal route, and by which increased facilities were afforded for obtaining light stores from England to replenish the reserve stock of the department.

2. With reference to this Despatch, the necessary inquiries were at once instituted in respect to ascertaining precisely the actual state of the Public Works stock balances throughout India as compared with the current requirements of the department generally. The collection of this information, and the question affecting the separation of Provincial from Imperial stock will explain the delay that has occurred in disposing of this matter.

3. The following Tabular Statement exhibits the results of the entire stock transactions of the department for the last six years :—

Years.	Opening Balance.	Gross Receipts.	Gross Issues.	Closing Balance.
	RS.	RS.	RS.	RS.
1865-66	89,62,677	92,38,384	91,65,830	90,35,231
1866-67	90,35,231	1,03,50,885	1,09,85,920	84,00,196
18[illegible]7-68	84,00,196	1,27,49,178	1,23,03,521	88,45,853
18[illegible]8-69	88,45,853	1,48,79,074	1,38,34,764	98,90,163
18[illegible]9-70	98,90,163	1,22,78,960	1,22,91,821	98,77,303
18[illegible]0-71	98,77,303	81,66,910	87,02,153	93,42,060

From the figures recorded in this statement, it will be observed that with the exception of 1870-71, when the opening balance was slightly in excess of the expenditure of stock of that year, the opening balance of each year has always been less than the consumption of the year. As explained in a subsequent paragraph of this note, the actual stock balance of the department on the 31st December last, as ascertained from adjusted and audited accounts, amounted to Rupees 90,00,996, and it is highly probable, judging from the average of the receipts and issue transactions of the year up to that date, that the opening balance of the year has been still further reduced by the current date, so that it may safely be assumed that the value of the stock at present on hand is very little if anything in excess of what it was at the commencement of 1865-66. Taking the balance of December last as compared with the latter, it will be observed that the increase amounts only to the mere nominal sum of £3,800.

4. It is therefore quite clear that, with this one trifling exception, the value of Public Works stores kept on hand to meet the current demands of the department has, for the period under review, always been less than the *average annual consumption of the department.* To complete and equalize the comparison it is essential that the proportion the stock balance has borne to the total annual expenditure of the department should be taken into consideration, and from this test, which has been applied in the manner shown in the margin, it is manifest that the stock balances of the department have not been kept at a larger amount than what was absolutely necessary to meet the legitimate requirements of the department.

1	2	3	4
Years.	Annual Expenditure.	Stock closing balance of each year.	Proportion Item 3 bears to Item 2.
	RS.	RS.	RS.
1865-66 ...	4,67,79,680	90,35,231	19 per cent
1866-67 ...	5,41,27,730	84,00,196	15 ,,
1867-68 ...	6,39,59,410	88,45,853	14 ,,
1868-69 ...	7,50,52,150	98,90,163	13 ,,
1869-70 ...	6,50,47,340	98,77,303	15 ,,
1870-71* ...	4,52,83,220	93,42,060	20 ,,

* This was an exceptional year.

5. In order to judge of the value and importance of these results, it is necessary to explain that the figures used apply to the *total* stock balance of the department, a large proportion of which consists of special stock manufactured or purchased for specific works, but which for want of estimate or for sundry other reasons, cannot be charged off against those individual works.

6. It is submitted that stock of this description cannot be considered as belonging to the *reserve* stock of the department, which would appear to be what is particularly referred to in the inquiries ordered to be instituted by the Secretary of State, and should therefore be entirely excluded from the estimate as to what, compatible with efficiency, is a reasonable limit to place on the reserve stock of the department.

It is to be regretted that the exact proportion the special stock bears to the total stock balance of the department cannot, from the information at present available, be determined for *each* of the years in the period under consideration. At the close of 1869-70 the value of the special stock on hand was, as near as can be ascertained, about 60 per cent. of the total stock balance of the department, which then amounted to Rupees 98,77,303, and as many large important works necessitating manufacturing operations being carried on, on a large scale, have been commenced upon since that date, it is reasonable to suppose that this percentage has not, up to the present time, been diminished. From this estimate it is possible to deduce with some degree of accuracy what the present actual value of the reserve stock of the department really is—

	RS.
At the end of December last the total value of the stock in balance amounted to	90,00,996
From this 60 per cent. of the total balance should be deducted on account of special stock	54,00,597
Difference...	36,00,399
This balance should be further reduced by the amount made over to Provincial Services	12,19,036
And the balance...	23,81,363

may be said to constitute the balance of the department's reserve stock, and which may be estimated as considerably less than a year's supply. A large proportion of this balance consists of timber which in almost all the districts in which the operations of the department are conducted has to be brought green and kept in store until seasoned, in consequence of seasoned timber not being procurable.

It is, perhaps, unnecessary to explain that the full value of the Public Works stock in balance has been finally charged off against the Budget grant, and that any additions made to the balance year by year are in like manner charged off against the grant.

On this principle, and in conformity with existing Code Rules, all sales of surplus or obsolete stores which would necessarily go to reduce the stock balance, would not be brought to account as revenue, but would be equivalent to an increase to the Budget grant of the year in which the sales were effected, *i. e.*, the spending power of the department would be increased by the amount thus realized.

It is considered desirable to mention this point in reference to the subject under consideration, as in paragraph 2 of the Secretary of State's Despatch the attention of the Government of India is invited to the propriety of disposing "of any accumulation of surplus or obsolete stores."

It should be observed that the Code Rules and Regulations of the department are very stringent and binding in respect to the power that can be exercised in increasing the reserve stock of the department. The lowest possible limit consistent with efficiency, and with due consideration to the current requirements of the department, is fixed for each division, and any action in regard to the purchase or manufacture of stock in excess of this limit cannot, unless under special circumstances, be taken without special and distinct authority. It is further to be noticed that rules for the more efficient check and control over the transactions relating to the *special stock* of the department are at present under consideration, and will be introduced as early as possible.

ORDER.—Ordered that a copy of the foregoing papers be forwarded to the Local Governments, Administrations, and Officers of the Railway Branch noted in the margin, whose attention is specially directed to the importance of reducing the balance of reserve stock to the lowest possible limits consistent with efficiency, and with due consideration to the actual requirements of the department. Further, that every advantage should be taken of the increased facilities afforded by the Suez Canal route for replenishing the reserve stock with supplies of all kinds (and especially light stores) obtained through the Secretary of State.

To Governments of Madras, Bombay, Bengal the North-Western Provinces, and the Punjab.
Chief Commissioners of the Central Provinces, Oudh, British Burmah and Mysore.
Resident at Hyderabad.
Agents to the Governor-General for Central India and Rajpootana.
Superintendent of Port Blair.
Consulting Engineer for Railways, Calcutta.
,, ,, Lahore.
,, ,, Lucknow.
Chief Engineer, Punjab Northern (State) Railway.
Engineer-in-Chief, Indus Valley (State) Railway.
Superintending Engineer, Delhi District, Rajpootana (State) Railway.
Superintending Engineer, Agra District, Rajpootana (State) Railway.
Superintending Engineer, Holkar (State) Railway.
,, ,, Neemuch (,,) ,,

Copy also forwarded to the Financial Department for information, with reference to endorsement of that department, No. 1,794, dated the 5th July 1870.

(Signed) P. P. O'CONNELL, Colonel, R.E.,
Offg. Depy. Secy. to the Govt. of India.

No. 420. ORDER THEREON, 14th May 1872, No. 1,317.

ACCOUNT, No. 38.

COMMUNICATED for the information of the under-mentioned officers :—

Chief Engineer for Irrigation.
Consulting Engineer for Railways.
Superintending Engineers.
Controller of Public Works Accounts.
General Superintendent of Public Works Stores.
Major R. B. Kennedy.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 421. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 1st May 1872, No. 262 :—

I HAVE the honour to forward, for the sanction of Government from the grant "Provincial, Civil Buildings," Bellary District, the accompanying estimate for Rupees 100 for making and putting up five punkahs in this office.

2. In an Order* issued in September 1870, in the Public Department, the Government of India were pleased to allow the use of punkahs to Public Offices

* No. 1,156.

throughout India, and also the charging of the necessary establishment required for pulling punkahs, etc., to contingencies.

3. I cannot trace the order in my office, but I beg to recommend the employment annually of two punkah coolies at Rupees 5 each per mensem for six months.

4. I need scarcely add that in consequence of the great heat in Bellary, the office is put to much discomfort and are at times positively unable to work; I therefore beg to recommend that the estimate and necessary establishment may be sanctioned at an early date.

No. 422. ORDER THEREON, 14th May 1872, No. 1,318.

ACCOUNT, No. 39.

THE estimate of Rupees 100 for punkahs is sanctioned, but no establishment can be allowed for pulling them. The office lascars should be employed for the purpose.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 423. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Account—Irrigation,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 26th April 1872, No. 143 A. I:—

I AM directed to acknowledge receipt of your letter No. 933, dated 8th April 1872, forwarding an estimate, amounting to Rupees 8,400, for the maintenance of buildings and channels connected with the Streeviguntum Anicut Project, and in reply to state that the Governor-General in Council has been pleased to approve of the same, and also of the proposal to provide funds for this expenditure from the reserve of 3¼ lakhs, added to the Ordinary Agricultural Grant by the Government of India in the Budget orders of 1872-73.

2. I am, however, to point out that this approval of the estimate now submitted does not authorize the expenditure on the project (construction *plus* maintenance) to exceed the amount of the sanctioned estimate for the work; this sanction, in fact, only amounts to a re-distribution of an existing sanction, as laid down in the last sentence but one of Clause IV., Public Works Department Circular No. 56 of 1871.

No. 424. ORDER THEREON, 14th May 1872, No. 1,319.

IRRIGATION, No. 14.

ORDERED that the following letter be sent.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 425. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,320.

IRRIGATION, No. 15.

SIR,—With reference to letter No. 143-A. I., dated 26th April, I am directed to inform you that no provision was made in the estimate of Rupees 8,31,600 for the Streeviguntum Anicut Project, which was sanctioned in 1869 for maintenance during construction. There is not likely to be any saving on the work, and I am therefore to request that the sanction accorded in the letter under reply may be additional to the original estimate.

No. 426. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 1st May 1872, No. 214 :—

I HAVE the honour to solicit the serious consideration of Government to the unsatisfactory position occupied by the Carnatic Railway Company. Its history is well known to the Government. Briefly stated, it is as follows :—

2. The Indian Tramway Company (Limited) was formed in the year 1862 " for the purpose, amongst other things, of the introduction of a system of tramways in connection with, and as feeders to, the railways throughout India."

In the year 1864 this Company applied for, and obtained from the Madras Government, certain concessions for the purpose of making a light railway, on a gauge of $3\frac{1}{2}$ feet, from the Arconum station on the Madras Railway to the town of Conjeveram, a distance of $18\frac{3}{4}$ miles. This light railway is, I believe, the only enterprize of the kind which has been undertaken by the Company. It was opened to the public in August 1865.

After being worked for about two years it was found that the results did not come up to the expectations of the Company, and from the 1st January 1868 they obtained from the Secretary of State a guarantee of dividend on their paid-up capital (£100,000) at a minimum rate of 3 per cent.

During 1869-70 the Indian Tramway Company became merged in the Carnatic Railway Company (Limited), which was then started with a capital of £800,000, having a minimum dividend of 5 per cent., guaranteed by the Secretary of State. The object to which this capital was to be applied was the conversion of the $3\frac{1}{2}$ feet gauge line between Arconum and Conjeveram to a $5\frac{1}{2}$ feet gauge, and its extension from Conjeveram to Cuddalore.

During 1871 the work conceded to the Carnatic Railway Company was somewhat modified ; and the Company is now under an engagement to construct a line of railway, on a gauge of 3 feet $3\frac{3}{8}$ inches, between Madras and Cuddalore, a distance of about 110 miles ; their original $3\frac{1}{2}$ feet gauge line between Arconum and Conjeveram remaining for the present unaltered.

3. Under existing orders, therefore, the length of the system entrusted to the Carnatic Railway Company is about 129 miles—

From Arconum to Conjeveram	19
,, Madras to Cuddalore	110
	129

In addition to this it is possible that the extension from Cuddalore to join the Great Southern of India Railway at Tanjore may be conceded to them; and it is also possible that a line to join Conjeveram with Chingleput may be constructed by them. These two concessions would lengthen their system by about 107 miles—

From Cuddalore to Tanjore	87
,, Conjeveram to Chingleput...	20
	107

These additions would increase the Company's system to a possible maximum of 236 miles.

I have no hesitation in stating my opinion that, in India at least, it is simply impossible to work economically a railway system which is confined within such narrow limits as this. I have good reason for believing that this opinion is now generally held in England; but so far as Indian Railways are concerned, experience has left me without a doubt as to its accuracy.

4. The Government of India have expressed their opinion* to the effect that a minimum length of 400 or 500 miles, and a maximum length of 800 or 1,000 miles, will be generally found suitable for the undertaking of one Company.

* Resolution of Government of India, 3rd December 1867, No. 1,050-R.—*Vide* G. O., No. 61, 8th January 1868.

More recently, when addressing† the Secretary of State with reference to the proposed extensions of the Great Southern of India and the Carnatic Railways, the Government of India wrote as follows:—

† Letter dated 13th July 1871, No. 75-R.—*Vide* G. O., No. 2,134, dated 19th August 1871.

"The systems of both these Companies must remain so limited for many years to come that it is highly desirable that they should be induced to amalgamate, and we would urge this suggestion on your Grace's consideration. Besides the direct economy that would result in direction, both in England and India, there would be an end to conflicting interests whether as respects present limits or future extensions, and the working of the lines, when open, would be much facilitated."

5. Unless this suggested amalgamation be carried out, it seems more than probable that the public interests will suffer in each of the directions mentioned by the Government of India. I have already alluded to the want of economy in the working of the Carnatic Railway which must result from present arrangements; and there can be little doubt that its interests will be in direct competition with those of the Great Southern of India Railway.

That a tendency in this latter direction has already been shown, the Government will gather from the papers which I did myself the honour to send to you on the 26th ultimo* bearing on the subject of the proposed line between Cuddalore and Tanjore. The permission to survey portions of this line, which was accorded by the Government of India to the two Companies, was subject to the proviso that the Government in no way bound itself to concede the construction of either portion of the line to either Company; yet it will be seen that, in

* With letter No 202.

sending up the results of the examination of the country between Cuddalore and the Coleroon river, the Agent of the Carnatic Railway Company lays claim, on behalf of his Company, to the construction of not only that part of the line, but of the portion also between the Coleroon and the Great Southern of India Railway. The latter Company, on the other hand, evidently look on the line between Tanjore and the Coleroon river as an extension of their system to which they have an undoubted claim.

6. There is reason to believe that a proposal for amalgamation has already been made in England—the proposed measure including not only the Great Southern of India and the Carnatic Companies, but also the Madras Railway Company. If it were to be carried out this would combine under one management the whole of the Railway interests in Southern India, but it seems to me that the proposal must be looked at from more than one point of view.

The united mileage of the three Companies, including extensions, would amount to 1,471 miles. Not only would this largely exceed the limit which the Government of India have been led by experience to assign to the undertaking of any one Company, but there are special circumstances which seem to show that it would be impolitic to attempt to unite interests so distinct and so little likely to come into conflict as are those of the Madras Railway on the one hand, and those of the other two Companies on the other.

Madras Railway.		
North-West line	310	
South-West line	492	
Neilgherry branch	25	
		857
Great Southern of India Railway.		
Negapatam to Erode	168	
Southern Extension	210	
		378
Carnatic Railway.		
Arconum to Conjeveram ...	19	
Madras to Cuddalore	110	
Conjeveram to Chingleput ...	20	
		149
Cuddalore to Tanjore		87
		1,471

The whole of the Madras Railway system has been constructed on the Indian broad gauge of $5\frac{1}{2}$ feet. The existing line of the Great Southern of India Railway Company between Negapatam and Erode has also been constructed on this gauge; but all the extensions in progress, and under contemplation, both of this Company and the Carnatic Railway Company, will be constructed on the Indian narrow gauge of 3 feet $3\frac{3}{8}$ inches; and it is beyond all doubt that the line between Negapatam and Erode will before long be converted to the same gauge. The Government of India have distinctly stated* that they regard this as inevitable, and they have recorded their opinion that "the only satisfactory settlement" is "to make the whole region south and east of the Madras South-West line into a narrow gauge territory."

* In letter to Secretary of State, 13th July 1871, No. 75 R., paragraph 8.—*Vide* G. O., No. 2,134, 19th August 1871.

It should also be noticed how distinctly defined are the districts from which the Madras Railway on the one hand and the two Southern Companies on the other hand will severally draw their traffic; and how prominent, and indeed almost impassable, are the natural features by which these districts are marked off from each other. From Arcot to Erode, a distance of about 180 miles, one range of hills after another completely shuts out the Madras Railway from all possibility of drawing traffic from the tract, averaging in width about 70 miles, which will be drained by

the other lines. Beginning at Arcot with the Vellore hills, then the Javadie hills, the Yailagherries, the Shevaroys, and the Collemallies from an almost impenetrable barrier to the south and east of the Madras Railway; and to the east of Arcot the Palar river serves for about 20 miles to divide, in like manner, the traffic of the two systems. As a matter of fact the only three points at which the two systems will come into contact will be at Madras, Arconum, and Erode; and with regard to the 42 miles between Madras and Arconum, where perhaps the line separating the two traffic systems is not clearly marked by nature, I think it highly improbable that the Southern Companies will attract one ton of goods, or one passenger, that would, under present circumstances, go to the Madras Railway.

7. It seems to me that if due weight be given to these three arguments—

(1.) that the mileage of the Madras Railway by itself amounts to 857 miles, a length of line which can be efficiently and economically supervised by one management; but that, with the other two Companies united to it, the mileage would come to 1,471 miles, a length which it would be almost beyond the power of one management to thoroughly and efficiently supervise;

(2.) that the gauge of the entire Madras Railway system is $5\frac{1}{2}$ feet; while the gauge of the entire systems allotted to the other two Companies will before long be 3 feet $3\frac{3}{8}$ inches;

(3.) that the regions drained by Madras Railway on the one hand, and by the two Southern Companies on the other, are separated by obstacles of an almost impassable nature, and that it is scarcely possible for their respective interests to come into collision,

it will become clear that no advantage will be gained by uniting the three Companies under one management. One disadvantage, which would incidentally follow from such an arrangement, is the removal of, what experience has proved to be, the wholesome stimulus to efficient and economical management, afforded by having within the limits of the Presidency two separate and distinct Railway agencies.

8. On the other hand, to the amalgamation proposed by the Government of India between the Great Southern of India and the Carnatic Railway Companies no such objection can be opposed. The length of the united system, 613 miles, will be conveniently suited for efficient and economical supervision by one management; the gauge will be uniform throughout the entire system; and the districts through which the two lines pass, while separated by marked barriers from those which feed the Madras Railway, are so thoroughly united and interconnected as to make it scarcely possible for two Companies to co-exist without constant risk of their interests coming into collision.

9. Upon these grounds I trust that the Government will see fit to urge upon His Grace the Secretary of State the importance, I would almost say the absolute necessity, of insisting upon the amalgamation between the Great Southern of India and the Carnatic Railway Companies as recommended by the Government of India. I have only to add that, keeping in view the interest of the State and of the Railway shareholders, there is no time at which the proposed amalgamation could so advantageously be carried into effect as the present.

No. 427. ORDER THEREON, 14th May 1872, No. 1,321.

RAILWAY, No. 63.

ORDERED that the following letter be sent to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 428. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 14th May 1872, No. 1,322.

RAILWAY, No. 64.

SIR,—In their despatch to the Right Honourable the Secretary of State, dated 13th July 1871, No. 75-R., the Government of India suggest for consideration the expediency of the Great Southern of India Railway and the Carnatic Railway Companies being induced to amalgamate. The present being the most opportune time for such an arrangement, the Consulting Engineer recommends that the subject should be again brought under the special consideration of the Home Government, and in the accompanying report he explains very fully his views on the question, and shows that the length of system proposed to be entrusted to the Carnatic Railway Company, comprising 236 miles, inclusive of extensions, will be too limited an undertaking to be economically worked.

2. There being reason to believe that the amalgamation of the Carnatic, the Great Southern, and the Madras Railway Companies is now in contemplation in England, the Consulting Engineer shows that such an arrangement would assign to one Company a combined mileage of 1,471 miles, which is a larger system than it could work with advantage, while the difference in the gauge of the Madras and the two other lines is a material objection to the amalgamation of all three. Seeing that the natural features of the districts from which the Madras and the Great Southern and Carnatic Railways will severally draw their traffic must prevent any collision of interests, Lieutenant-Colonel Shaw-Stewart considers that the Madras Railway, comprising a mileage of 859 miles, should be under distinct management, while the Great Southern and Carnatic Railways should be amalgamated, and forming one system of 613 miles could be efficiently and economically worked.

3. In these views this Government entirely concur.

Read the following letters :—

No. 429. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 19th April 1872, No. 267.

WITH reference to G. O., No. 951, dated 11th instant, communicating the sanction of the Secretary of State for India for the supply of the boilers required for the steamers plying in the Godavery river, I have the honour to request that

you will be good enough to address the Home Government again with a view to the despatch of these boilers being expedited.

2. My reason for making this request is that, as the freshes will shortly be down, I am anxious to have the steamers in thorough working order, and especially as there will be a great demand for steamers during the freshes.

No. 430. From the same Officer, dated Dowlaishweram, 6th May 1872, No. 484.

WITH reference to your memorandum of the 29th ultimo, No. 276, I have the honour to observe that the boilers sanctioned for this district belong to the sea dredges as well as to the river steamers; the Government have sanctioned a sum of Rupees 10,000 in this year's Budget for dredging the Cocanada river bar and other improvements, and it is very important we should have the sea dredges ready for work by next December, when these operations can go on. It is of course quite impossible for the boilers for the river steamers to arrive in time for this year's freshes, but these are now working with very bad boilers quite insufficient for ordinary purposes, and I therefore urged the advisability of having all out together so that the plant might be got into good working order as soon as possible. I trust this explanation may be satisfactory, and that you will now be good enough to address the Secretary of State on the matter.

No. 431. ORDER THEREON, 14th May 1872, No. 1,323.

ACCOUNT, No. 40.

ORDERED that the Home Government be addressed on the subject of these letters.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 432. Read the following letter from the General Superintendent of Public Works Stores and Workshops, to the Officiating Secretary to Government, Public Works Department, dated Chepauk, 6th May 1872, No. 129:—

WITH reference to G. O., dated 25th April 1872, No. 1,073, communicating despatch from the Right Honourable the Secretary of State for India regarding the difficulty in providing the rolled iron joist bars indented for by this department, I have the honour to report that as the joists are not required for any particular work, but for general service, the Sections Nos. 3 and 4, shown in the tracing which accompanied the G. O., may be provided without detriment to the public service; care will be taken to issue the joists to such works for which they are adapted.

No. 433. ORDER THEREON, 14th May 1872, No. 1,324.

ACCOUNT, No. 41.

ORDERED that the Home Government be addressed on the subject of this letter.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 434. Read again Proceedings of the Madras Government in the Political Department, No. 82, dated 6th March, and recorded in Public Works Proceedings, No. 184, dated 20th March 1872 :—

Read also the following letter from the Executive Engineer on special duty, Madura District, to the Secretary to Government, Public Works Department, dated Madura, 25th March 1872, No. 410.

As directed in G. O., No. 184, dated 20th March 1872, I have the honour to address you regarding the proposed road from Peermade to the head of the Cumbum Valley, and to inform you that the reach from the top of the Goodaloor ghaut to the village of Goodaloor will form a part of the road required in connection with the new site for the Perryaur head works, and that I purpose including a fair quota of the contemplated outlay, on this portion, in the estimate for the diversion of the Perryaur.

2. According to Lieutenant Rawson's section the length of the road from the top of the ghaut to Goodaloor will be 9 miles 5 furlongs 154 yards, and will cost Rupees 90,000, exclusive of masonry works.

No. 435. ORDER THEREON, 14th May 1872, No. 1,325.

CIVIL WORKS, No. 19.

A NEW site has been selected for the dam across the Perryaur lower down the valley than the site originally selected, and the branch road to the site will be taken from the road between Peermade and Cumbum at or near the Goodaloor Tavalum, which is nearly at the crest of the ghaut on the Travancore side. The line connecting Travancore with the Cumbum Valley will therefore follow the track shown on the maps, from the crest of the ghaut to Cumbum, *via* Goodaloor, and will be formed entirely independently of the Perryaur project.

2. An estimate of Rupees 35,200 for the formation of a road from Pereacolum to Cumbum is now being worked out, and Rupees 19,205 were spent up to end of last official year. Estimates for a road from Goodaloor to the foot* of the ghaut and for a road up† the ghaut have been prepared, and an estimate for the gap between Goodaloor and Cumbum has been called for ; also one for masonry works over irrigation channels

* Rupees 23,230.
† Do. 69,000.

between Pereacolum and Cumbum. It is desirable that the road from Cumbum to the top of the ghaut should be completed as early as possible, as rapid progress appears to have been made on the part of the Travancore Government on the road from Travancore to the Madura frontier, and a sum of Rupees 20,000 should be provided for the formation of this line in 1872-73 if possible.

3. The question of the provision of funds to the amount of Rupees 20,000 will be referred to the Financial Department.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 436. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 20th April 1872, No. 263 :—

As G. O. of the 9th instant, No. 935, communicates the sanction of the Government of India to an expenditure of Rupees 87,200 during the current year on the Perryaur project, and as the general supervision of the work to be executed in that connection will devolve, it is presumed, on Captain J. Pennycuick, R.E., I have the honour to observe that I consider it undesirable that that officer should take charge, as ordered* by Government on my recommendation, of the Madura Range, when he may have to vacate it again in the course of a few months. In anticipation therefore of the approval of Government, I have appointed Captain Pennycuick to the Dindigul Range, with a view to his eventually taking over charge, in addition to his range duties, of such work as the Government may please to direct shall be carried out this year in connection with the Perryaur project; and I have every hope that, for the reasons assigned below, the Government will be pleased to sanction this arrangement.

* G. O., No 860, dated 27th March 1872.

2. The first work that will have to be carried out in connection with the Perryaur project is, of course, the construction of a ghaut of approach. As there appears, however, to be a considerable amount of misunderstanding as to the precise lay of this ghaut, it may be as well for me to offer here a few observations on this point.

3. In G. O., 31st January 1872, No. 199, in the Revenue Department, communicated with Order thereon, 8th February 1872, No. 71, Mr. Ballard, the Resident in Travancore and Cochin, not only takes the Acting Collector of Madura to task for "misapprehension" of the subject, but he commits himself to the unfortunate statement that "no ghaut road constructed for the Perryaur project will fit in with this line," *i.e.*, the line to connect the Cumbum valley with the Travancore country, in continuation of the line under construction by the Travancore Government.

4. The statement made by the Acting Collector of Madura and printed with G. O., dated 16th December 1871, No. 2,118†, Revenue Department, although

†G. O., No. 26, dated 5th January 1872, P. W. D.

its accuracy is impugned by Mr. Ballard, is quite correct, and indeed it is based upon information supplied from this office.

5. The fact is that the approach to the site at which it was originally proposed to construct the Perryaur dam is up the eastern branch of the Cumbum valley, and if this site had been adhered to, it would have been necessary to make a ghaut specially for the Perryaur works, and entirely distinct from the natural line of communication between Goodaloor and Peermade. It is now, however, proposed to construct the dam very much lower down the river, and the natural approach to the new site is by the western branch of the Cumbum valley, and corresponds precisely with the Goodaloor and Peermade Ghaut as far as the Goodaloor Tavalum, whence a branch road will have to be made to the site of the dam.

6. It is understood that the Madras Government are to some extent bound, without reference to the Perryaur works, to complete the Goodaloor and Peermade ghauts, as far as the Travancore frontier.—See Mr. Ballard's letter already quoted. I may add that the whole of this portion of the road will be useful for the Perryaur, as the Goodaloor Tavalum, where the special Perryaur branch leaves the main line, is on the Travancore side of the frontier. Any work therefore which is done to this ghaut in fulfilment of the agreement with the Travancore Government, will be useful in connection with the Perryaur diversion.

7. As it is absolutely necessary that the road to the Perryaur dam should be completed before the execution of the works can be commenced, I earnestly hope that the Goodaloor Ghaut may be pushed on as rapidly as possible, independently of the Perryaur estimates, sanction to which may not be received for some time.

8. Whether the Perryaur works should bear any portion of the cost of the Goodaloor ghaut is a question that may perfectly be settled hereafter. As a trace of the new ghaut has been made by Lieutenant Rawson, R.E., and his estimate submitted, so Mr. R. Smith informs me, and as funds are available for the work, I am in great hopes that nothing will interfere to prevent this long promised, but long delayed, ghaut project from being at length fairly started.

9. As Captain Pennycuick will be able (with the assistance of Lieutenant Greer, R.E., on his return from leave) to undertake the execution of the ghaut in addition to the regular work of the Dindigul Range, I trust that, under the circumstances above represented, the Government will approve of my having appointed Captain Pennycuick to the charge of the Dindigul Range.

10. It will, I trust, be clearly understood that by the arrangement now suggested, Assistant Engineer Mr. G. R. Leggatt will continue for the present in charge of the Madura Range; but in order to relieve him from the excessive amount of work of which he complains, certain modifications will be recommended by me and be brought forward in a separate letter.

11. I have only, in conclusion, to remark that there is no officer available in this division for the preparation of a plan and estimate of the Goodaloor Ghaut as directed in G. O. of the 20th March 1872, No. 184. But this, as will be seen, happens to be really of no consequence, inasmuch as the estimate prepared under Mr. Smith's orders, and now before the Government, is for a line that will answer equally for the Perryaur project and for the general traffic of the country.

No. 437. ORDER THEREON, 14th May 1872, No. 1,326.

ESTABLISHMENT, No. 46.

THE Government approve of the Superintending Engineer's arrangement in posting Captain Pennycuick, R.E., to the charge of the Dindigul Range.

2. The estimate for a road from Goodaloor to the Travancore frontier has been prepared by Mr. R. Smith, and the formation of a road from Periacolum to Cumbum is now under execution from Local Funds. An estimate is required for the gap between Cumbum and Goodaloor and for masonry works over irrigation channels and other omissions in the estimate now being worked out between Periacolum and Cumbum, and the Government trust that the Superintending Engineer will be able to arrange for the submission of these estimates at an early date, when arrangements will be made for the provision of funds for the formation of this line, which may be superintended by Lieutenant Greer on his return from leave and until the season will admit of the ghaut work and the trace from the Goodaloor Tavalum to the proposed site of the dam being commenced.

(Signed) R. F. OAKES, Captain, R.E.,
Acting Joint Secretary to Government.

No. 438. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 222 :—

MADRAS RAILWAY.

Report of an Accident on the Madras Railway.

Collectorate.—North Arcot. *Railway District, Section, and Mile.*—Arconum Station, 42nd mile, 11th telegraph post, 1st Division, South-West Line. *Date on which the Accident occurred.*—2nd May 1872. *Nature of the Accident.*—Whilst two waggons were being shunted from the north platform to the goods shed, south platform, the foremost struck a line watchman and fractured his right arm. *Nature of assistance afforded.*—Attended to by the Apothecary, who brought him down to the Monegar Choultry at Madras. *Occupation of the injured.*—Line watchman, named Nursiah, aged about 35 years. *Gratuity proposed to be given or not.*—Not proposed at present. *Reported to the Police authorities.*—Not reported by the Locomotive Department. *Remarks.*—The occurrence of the accident was not witnessed by any one, but it is supposed that the man must have stepped foul of the train while the shunt was being made.

PERAMBORE WORKS,
4th May 1872.

(Signed) W. B. WRIGHT,
Locomotive Superintendent.

To the Consulting Engineer for Railways for information.

(Signed) R. B. ELWIN,
Agent and Manager.

6th May 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 439. ORDER THEREON, 14th May 1872, No. 1,327.

RAILWAY, No. 65.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 440. Read the following letter from the Officiating Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Camp at Cochin, 6th May 1872, No. 21 :—

As I find in this division it is utterly impossible to secure the services of respectable men as my establishment of peons and lascars for the small pay allowed, namely, two peons at 7 Rupees each, Rupees 14, and six lascars at 6 Rupees each, Rupees 36, I request permission of Government to reduce the number of peons and lascars from eight to seven and to re-distribute the sanctioned amount for this establishment, namely, Rupees 50, as follows: one peon at 9 Rupees, one at 8 Rupees, three lascars at 7 Rupees each, and two lascars at 6 Rupees each. I would very respectfully note that I pay from my private pocket already batta to all lascars when marching, which I will gladly continue to do if I can only get good and reliable men to serve me.

No 441. ORDER THEREON, 14th May 1872, No. 1,328.

ESTABLISHMENT, No. 47.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 442. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Officiating Secretary to Government, Public Works Department, dated Dowlaishweram, 27th April 1872, No. 379 :—

One copy of letter.
One Pit Book (to be returned).

I HAVE the honour to forward, for submission to the Government, copy of a letter No. 31, dated 21st April 1872, from the Executive Engineer in charge of No. 3 Range, Godavery District, bringing to notice the great inconvenience found in practice in carrying out the Order of Government, No. 2,198, dated the 28th August last, and I trust, under the circumstances represented by Mr. Walch, the Government will be pleased to allow us to continue the system which always prevailed here since the construction of the anicut works.

2. I know Mr. Walch has done his utmost to carry out the orders of Government with every care and attention, and his inspection notes show that all the works in his very extensive range are carefully and systematically examined and checked; but in dealing with the peculiar class of work-people who execute earthwork here, it is simply impossible for a Range Officer to pay them promptly and regularly as required by the orders of Government, and as these people are miserably poor, and live from hand to mouth, it is impossible for them to wait for payments for any time; to follow the Range Officer about to get cheques from him puts them to considerable expense, and retards the progress of the works by which both we and they lose; they are now clamouring for batta or an increase of rates to cover their expenses, and unless the Government are pleased to modify their orders, as now solicited, I am afraid we shall be obliged to give the increase, for with the large extent of cultivation always going on in this district, if these people are not kept contented, it is easy enough for them to go away and get employment elsewhere.

3. As far as I am able to judge the system affords no better check than we had before; it creates an enormous amount of office work, wastes most valuable time, and makes the work-people as discontented as they well can be, and renders it quite impossible for the most active Range Officer to carry out the wishes of Government in regard to the payment of the poorer class of work-people being prompt and with as little inconvenience as possible to them, whilst a feeling of distrust is made to prevail amongst the subordinates of the department, which is a very bad feature in any public service; and if a Supervisor or even an Overseer can be considered as fit to have charge of a range one day when he would be entrusted with all cash payments, it is difficult to see why he is not to be so employed because he happens to be a sub-division officer in an important range where his services are retained, simply for the purpose of carrying out a large system of works for the benefit of the country and the Government.

4. As regards the complaint made by Mr. Walch to the unreasonable increase of office work in the shape of returns, etc., etc., I know not how it can be checked. I see little or no good in it, and I know it was not necessary before; in fact every endeavour used to be made to reduce the Range Officer's office work, so as to let him have plenty of time for engineering duties and field inspections, for if these are not attended to, the best designed works and most elaborately prepared estimates in such a country as this are useless, and waste of time and money must result from such proceedings, but there seems to be no help for it, and I am obliged to tell all Range Officers, for the complaints are universal, they must cope with it as well as they can though the works suffer by it.

From Mr. G. T. WALCH, Executive Engineer in charge of No. 3 Range, Godavery District, to the Superintending Engineer, 1st Division, dated Narsapur, 21st April 1872, No. 31.

I HAVE the honour to submit for your consideration the subject of payments to bantadars.

2. In most districts, earthwork is carried out by "daily" labour, or by contractors who undertake the whole or considerable portions of a work. In the former case, no matter how large the work may be, the Overseer or subordinate disbursing officer can pay for it as it is done; in the latter, the contractors are few and paid at considerable intervals. In this district, as you are

aware, the earthwork has generally been done, and undoubtedly can be most expeditiously done, by what is known as the "bantadar" system. Gangs of men, generally tank-diggers, combine under leaders and do work pointed out to them at stipulated rates, but without any *regular contract,* which indeed they do not understand and would not enter into. The gangs vary much in size, from one family up to a dozen or more; they are generally sufficiently large to do upwards of Rupees 20 worth of work before wanting payment; they however want payments frequently and want them promptly. The system of payments which I found in force when I took charge was this: the Overseer measured up the finished off pits or taks of bantadars when they wanted payment, made a fair copy of the measurements (pit book), added money columns in which the value of work done by each bantadar was entered, and at once paid him, getting a receipt in the last column of the pit book.* The men thus got paid almost as soon as they wanted, and *on or near the work.* This system worked excellently, and I continued it for some time, but had to abandon it, as G. O., No. 2,198, dated 28th August 1871, limited the sum in cash for work done to be paid by Overseers to Rupees 20. Now when bantadars' work amounts to above Rupees 20 in value, bills† have to be given to them, which they have to present to me for payment. The range is a very large one; I have to be constantly on the move; the canals enable me to move rapidly, and the wretched bantadars have often to walk scores of miles and spend days in catching me going to a treasury, and returning to their work. The Overseer's office work is increased beyond all reasonable limits, for to each bantadar has to be given a bill in *duplicate.* My own office work and that of my establishment is much increased, for I have to draw large numbers of cheques,‡ which, under the old system, were not wanted; on each bill and duplicate a lengthy note has to be written; the pass book, treasury accounts, cash abstract book, etc., become extremely voluminous; the documents to be filed and to be transmitted to Madras are multiplied manifold; in short, the office work, always too great, has been increased dishearteningly. These disadvantages are not counterbalanced by advantages. Check on the works is not facilitated, for of course on a large work on which between his visits thousands of cubic yards are done by dozens of bantadars in hundreds of pits and taks; a Range Officer cannot check the measurements of each bantadar's work, merely that of the work as a whole to see that as much has been done as is paid for. The bantadars complain bitterly of the trouble they have to go to, and time they have to waste in getting payments now; and if the Overseers be not permitted to pay them as before, or at all events the limit be not raised to (say) Rupees 100, (so that few men may have to waste time and trouble, and those only for sums which seem more to warrant such waste,) I hold out no hope of being able to get on really quickly with the large quantities of earthwork to be done on "project works," local fund roads, etc., and I have every fear that the office work will fall into great arrears.

*Sample enclosed.

† Form I.

‡ Already in this official year (19 office days) 150 cheques.

No. 443. ORDER THEREON, 14th May 1872, No. 1,329.

ACCOUNT, No. 42.

THE Superintending Engineer of the 1st Division, referring to the Government Order of the 28th August 1871, represents that great practical inconvenience is felt in restricting cash payments made by Overseers and subordinates of that class to petty contractors to sums not exceeding 20 Rupees, and in requiring Range Officers to make themselves all larger payments as directed in that order; and recommends that the system which prevailed previously to the passing of the order should be reverted to.

2. Lieutenant-Colonel Fischer bases his recommendation on a letter from the Executive Engineer of No. 3 Range, Godavery District, in which a description is given of the labour system there prevailing for the execution of earthwork

consisting in the employment of small gangs or even single families under a bantadar or ganger who receives payment at a piece-work rate. The Executive Engineer shows at some length the difficulty or even impossibility of the Range Officer making frequent or prompt payment to these men, to whom it appears bills are now given, which they have to carry to him over long distances, a matter to them of considerable hardship.

3. The order in question referred to ordinary petty contracts as the term is understood in the department, and was not intended to apply to such an arrangement as that described, which approximates much more closely to what is called the system of construction under departmental agency than to that of contract; in fact, labour for earthwork departmentally executed could hardly be managed economically in any other way on a large scale, and it is to be regretted that the Superintending Engineer did not make an earlier reference to Government on the subject, since he placed a construction on the terms of the order which gave it so unpractical a character.

4. Labourers employed on the so-called bantadar system must be considered as working under departmental agency, and payments may be made to the bantadars by the Overseers in charge on the spot, and recorded on nominal rolls specifying the quantity of work done, the rate and the amount paid to each head of a gang whose receipt should be obtained on the roll.

5. His Honour the Governor in Council sees however no reason whatever to modify the terms of the order under notice in its application to payments by Overseers for ordinary petty contract work.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 444. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 227 :—

From the Acting Deputy Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 8th April 1872, No. C. 0-154.

I BEG to subjoin, for your information, extract from Guard Evans' Journal of the 9-30 A. M. train (mixed) from Cuddapah to Bellary of the 6th instant :—

"A 2nd class passenger, named J. Bresnahan, who got in the train at Tadputri, died between Veerapoor and Bellary."

2. I have written for further particulars of this matter, and I shall communicate the result to you when received.

To the Consulting Engineer for Railways, for information.

8th April 1872.

(Signed) R. B. ELWIN,
Agent and Manager.

From the Acting Deputy Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 12th April 1872, No. C. 14,332-161.

WITH reference to my letter No. C. 0-154, dated 8th instant, I beg to inform you that Mr. Bresnahan (a European) was about fifty years of age; his death was not reported to the Police authorities, as the Rev. Mr. Doyle, Roman Catholic Chaplain, who was in train on the date in question, took charge of his body, and the nature of his illness was fever, dropsy, and dysentery.

To the Consulting Engineer for Railways, for information.

(Signed) R. B. ELWIN,
Agent and Manager.

15*th April* 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 445. ORDER THEREON, 14th May 1872, No. 1,330.

RAILWAY, No. 66.

THE Government consider that all deaths in trains should be reported to the Police in view to inquests being held if necessary. The Consulting Engineer will draw the attention of the Railway authorities to the necessity of this rule being strictly adhered to in future.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 446. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 24th April 1872, No. 339 :—

WITH reference to G. O., No. 987, dated 16th April 1872, I have the honour to bring to notice that Lieutenant Dorward has not only been in charge of the head works and quarries at and near Dowlaishweram, but has also been placed in charge of the works noted in the margin, and arrangements will also be made hereafter to place him in charge of the heads of the main canals in the delta. As the works now devolving upon Lieutenant Dorward necessitate his maintaining

Widening river embankment between Vizeaswarum and Polarum, 26 miles in length.
Kantair lime quarries.

a marching establishment permanently, and as the half travelling allowance sanctioned by Government for him will not cover his travelling expenses, I request you will be pleased to obtain the sanction of Government for allowing Lieutenant Dorward to draw half travelling allowance while at head-quarters, and full allowance on the exceptional days on which he halts more than five miles away.

2. Having an officer at head-quarters in this manner has proved to be of the greatest use to us, and already a great improvement has taken place in the condition of the quarries, boats, etc., and I have been able to check in a great measure the expenses always increasing on these works.

3. With so heavy an outlay taking place in a range, divided as the Eastern and Central Deltas are, it is absolutely necessary for the Range Officer to be constantly absent from head-quarters to check the works in the manner required by Government; a very little experience showed this out-door work was falling into arrears if the Range Officer were required to remain at head-quarters to look after the works here, and as this arrangement was certain to lead to increase of cost all over the deltas, I have been obliged to insist on the inspection duties being fully performed, and to provide for the works at Dowlaishweram as I had arranged to do with Captain Hasted, and I trust the Government will now be pleased to sanction this arrangement, as I am obliged to be away as much as I can myself to assist in the progress of the works in the several deltas.

No. 447. ORDER THEREON, 14th May 1872, No. 1,331.

ESTABLISHMENT, No. 48.

THE Government have no wish to disturb the arrangements for working No. 1 Range of the Godavery District introduced by the Superintending Engineer of the 1st Division, and approve of his desire that their inspecting duties shall be fully carried out by the Range Officer and himself. But nothing brought forward in this letter affects the conclusion arrived at by them in Lieutenant Dorward's case, on general grounds, and notified in their Order No. 987 of 16th April. It is to the effect that he must choose between drawing half allowance throughout each month, and having his travelling allowances regulated by the same rules as all other officers.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 448. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 221:—

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 4th May 1872, No. 200.

I BEG to forward herewith report of a fatal accident which occurred to a night watchman at the 109-5 mile, South-West Line, on the 1st instant, together with copy of a letter No. 538 of 3rd instant, received from Mr. Potter on the subject.

From W. F. POTTER, Esq., Resident Engineer, to the Acting Deputy Chief Engineer of the Madras Railway Company, dated Arconum, 3rd May 1872, No. 538.

I BEG to report that, while trollying from Amboor to Goriathum on the morning of the 1st instant, I found the body of a night watchman lying between the rails at 109-5. He had evidently been asleep with his head and arm on the rail when the 8-15 A.M. ran over him and killed him on the spot. I removed the body to the side of the line and reported the matter to the Police.

The usual form is enclosed herewith.

MADRAS RAILWAY.

Report of fatal Accident on the Madras Railway.

Collectorate.—Chittoor. *Railway District, Section and Mile.*—109th mile, 5th Telegraph post, 1st Division, South-West Line. *Date on which the Accident occurred.*—On the morning of the 1st May 1872. *Nature of the Accident.*—A man named Ramasawmy, aged about 35 years. He had evidently, from the position of the body, been sleeping on the line with his arm and head on the rail. He was run over and killed on the spot by 8-15 A. M. from Beypore. *Nature of assistance afforded.*—The body was handed over to the Police. *Occupation of the deceased.*—Night Watchman. *Gratuity proposed to be given or not.*—No. *Reported to the Police Authorities.*—Yes. *Remarks.*—Nil.

ARCONUM,
3*rd May* 1872.

(Signed) W. F. POTTER,
Resident Engineer.

(,,) B. ANDERSON,
Chief Engineer.

To the Consulting Engineer for Railways for information.

(TrueCopy)

(Signed) R. B. ELWIN,
Agent and Manager.

6*th May* 1872.

SUBMITTED for the information of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 449. ORDER THEREON, 14th May 1872, No. 1,332.

RAILWAY, No. 67.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 450. Read the following Endorsement of the Acting Chief Engineer for Irrigation, dated Fort St. George, 11th May 1872, No. 8:—

Extract from the Diary of the Examiner of the Madras Irrigation and Canal Company's Accounts for December 1871.

" IN G. O. No. 1,984 of 28th July 1871, permission was given to sell a lathe which stood in the books at a value of Rupees 1,650-14-3 at any reduction not

exceeding 25 per cent. of the value. It was accordingly sold to the Nizam's Government for Rupees 1,238. The margin of reduction allowed to the Company was one-fourth of Rupees 1,650-14-3, or 412-11-7, and since the Government had permitted the lathe to be sold at a loss, an implied permission was given to charge the difference to Profit and Loss. But the amount charged to Profit and Loss was Rupees 415-14-6. On inquiry I find that the actual sum at which the lathe stood in the books was Rupees 1,653-14-6, and not Rupees 1,650-14-3 as represented in letter printed in the order above quoted. The margin on the correct sum at 25 per cent. would be Rupees 413-7-7, the actual loss sustained was Rupees 1,653-14-6—Rupees 1,238, or Rupees 415-14-6, or Rupees 2-6-11 more than the margin."

SUBMITTED to Government with a recommendation that, under the circumstances brought to notice by the Government Examiner, the sum of Rupees 2-6-11 be written off to Profit and Loss.

(Signed) A. deC. SCOTT, Captain, R.E.,
For *Acting Chief Engineer for Irrigation.*

No. 451. ORDER THEREON, 14th May 1872, No. 1,333.

ACCOUNT, No. 43.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 452. Read the following letter from the Superintending Engineer, 3rd Division, to the Officiating Secretary to Government, Public Works Department, dated Bellary, 10th May 1872, No. 369 :—

I HAVE the honour, with reference to G. O., No. 164, (Miscellaneous,) dated 23rd November last, to forward, for the sanction of Government from grant "Minor New Works, Military," the accompanying report and estimate, amounting to Rupees 390, for lengthening the Fives' Court of the European Infantry Regiment stationed at Bellary.

2. His Excellency the Commander-in-Chief has approved of the estimate, and, as the work is much required, I have directed the Executive Engineer to proceed with the same pending the sanction of Government to the estimate.

No. 453. ORDER THEREON, 14th May 1872, No. 1,335.

MILITARY WORKS, No. 18.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 454. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 10th May 1872, No. 232 :—

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapoorum Terminus, on Tuesday the 7th May 1872.

PRESENT :

Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways.

Lieutenant C. H. P. CHRISTIE, R.E., Assistant do. do.
Captain C. M. MOBERLY, Examiner of Railway Accounts.
Mr. B. ANDERSON, Chief Engineer, Madras Railway.
,, W. B. WRIGHT, Locomotive Superintendent, Madras Railway.
,, H. E. CHURCH, Traffic Manager, Madras Railway.
,, F. CHURCH, Chief Auditor, do.
,, J. CRAMP, Chief Accountant, do.
,, R. B. ELWIN, Agent and Manager, do.

THE under-mentioned applications for advances and payments on account of "Capital" and "Revenue," submitted by the Chief Auditor, were passed :—

MADRAS RAILWAY—CAPITAL.

		RS.	A.	P.
Locomotive Muster Roll	Feb. 1872	7,711	8	9
Construction and Maintenance as per Statement ...	,, ,,	22,971	13	2
Salaries—				
General Management	March 1872	7,877	7	6
Police and Telegraph Departments	,, ,,	802	11	11
General Superintendence	,, ,,	5,093	7	9
Locomotive Department	,, ,,	2,620	7	4
Salt Cotaur, Madras Central Station, and Perambore Works	,, ,,	1,204	10	11
Madras Division	,, ,,	75	6	10
Second Division, South-West Line	,, ,,	107	14	7
Third do., do.	,, ,,	294	15	11
Fourth do., do.	,, ,,	587	11	2
Districts 1 and 2 Neilgherry Branch	,, ,,	2,098	12	11
First Division, North-West Line	,, ,,	130	7	10
Second do., do.	,, ,,	998	5	3
Third do., do.	,, ,,	1,586	7	2
Contingencies—General Management	,, ,,	267	11	9
Abstract of Stores purchased	April 1872	64,406	5	2
	Total...	1,18,836	5	11

MADRAS RAILWAY—REVENUE.		RS.	A.	P.
Locomotive Muster Roll	Feb. 1872	32,867	4	3
Construction and Maintenance as per Statement ...	,, ,,	50,806	10	3
Salaries—				
General Management...	March 1872	8,589	9	9
Police and Telegraph Departments	,, ,,	5,025	1	3
General Superintendence	,, ,,	2,327	11	1
Traffic Department	,, ,,	31,253	0	8
Locomotive do.	,, ,,	11,161	0	5
Salt Cotaur, Madras Central Station, and Perambore Works	,, ,,	210	7	3
Madras Division	,, ,,	1,433	0	11
Second Division, South-West Line	,, ,,	1,438	0	1
Third do., do.	,, ,,	1,262	2	3
Fourth do., do.	,, ,,	1,309	9	6
First do., North-West Line	,, ,,	1,319	5	2
Second do., do.	,, ,,	281	9	3
Cheyaur Bridge, Suspense Account, Revenue ...	,, ,,	1,220	11	5
Contingencies—				
General Management...	,, ,,	12,660	0	10
Traffic Department	,, ,,	443	3	0
	Total...	1,63,608	7	4

2. The Agent and Manager submitted an application for the following cash advances for the month of May 1872:—

—	Capital.			Revenue.		
	RS.	A.	P.	RS.	A.	P.
Balance on 1st April 1872	*Cr.* 1,78,830	9	1	*Cr.* 27,360	11	4
Amount received in—						
From Government	1,50,000	0	0	1,50,000	0	0
Do. other sources	4,422	3	11	....		
Total...	3,33,252	13	0	1,77,360	11	4
Expenditure in April 1872	2,00,109	0	7	1,51,341	8	1
Balance on 1st May 1872	*Cr.* 1,33,143	12	5	*Cr.* 26,019	3	3
Estimated expenditure in May 1872	2,09,700	0	0	1,52,600	0	0

3. It is requested that credit may be afforded on the Bank of Madras as follows, namely:—

Capital.			Revenue.			Total.		
RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1,50,000	0	0	1,50,000	0	0	3,00,000	0	0

4. Authority was given for the purchase of a 5-ton weighing machine for the luggage room at the new Central Station at a cost of Rupees 528-5-6.

5. Read letter from the Locomotive Superintendent, No. 163, dated the 1st instant, stating that upon the departure of Mr. Collinson, the Deputy Locomotive Superintendent, to England upon sick certificate, he arranged for that officer's duties to be carried on by dividing the responsibility and work between Mr. E. C. Boodle and Mr. C. E. Phipps of his department.

6. Mr. Wright reports that this arrangement has now worked satisfactorily for two months, and he recommends that of the sum saved to the Company out of Mr. Collinson's salary, an acting allowance of Rupees 100 per mensem each be made to Mr. Boodle and Mr. Phipps from the date of Mr. Collinson's departure until he resumes his duties.

7. With reference to the foregoing and to Minute No. 7 of the Meeting of this Committee held on the 29th July 1870, the Agent and Manager represented that he had suggested to Mr. Wright that during Mr. Collinson's absence it would be desirable, in the interests of the Company, that he himself should reside at Perambore in order to be near the works, and to have the men under his own immediate supervision. Mr. Elwin stated that he accordingly proposes to make a personal allowance to Mr. Wright of the amount paid by him for house-rent, while he remains at Perambore for this purpose, as was sanctioned in the case of Mr. Collinson.

8. The Committee agreed to recommend the above arrangements for the approval of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

(Signed) R. B. ELWIN,
Agent and Manager, M. R.

SUBMITTED for the approval of Government.

2. With reference to paragraph 5 of the foregoing Minutes, it should be mentioned that Mr. Collinson's present salary is £750 per annum. Its increase to £900 per annum has been approved by this Government* and by the Board of Directors; but under the late orders of the Government of India† this increase is for the present withheld. At his previous rate of salary, the sum drawn by Mr. Collinson during the first six months of his sick leave will be at the rate of £375 per annum, and at the rate of £250 per annum during the second six months. The entire sum saved from his salary, during his year of absence, will therefore be £437-10-0; and out of this it is proposed to remunerate Messrs. Boodle and Phipps, upon whom his work has fallen, with an acting allowance of Rupees 100 each per mensem.

* *Vide* G. O., 19th December 1871, No. 3,195, and 17th April 1872, No. 999.

† *Vide* G. O., 26th February 1872, No. 520.

3. It will be within the recollection of Government that the grant of a personal allowance was made‡ to Mr. Collinson to cover the sum charged as rent for a house at Perambore, on the ground that it was considered desirable, in the interests of the Company, that he should reside near the Locomotive Work-

‡ *Vide* G. O., 29th July 1870, No. 1,824.

shops. During Mr. Collinson's absence in England, the Agent considers it desirable that the Locomotive Superintendent should himself reside at Perambore, and has requested him to do so. Under the circumstances, as Mr. Barton Wright's residence at Perambore is, so to say, forced, and for the interests of the Company, I think that a personal allowance, sufficient to cover the rent of the house occupied by him, may fairly be granted to him.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 455. ORDER THEREON, 14th May 1872, No. 1,335.

RAILWAY, No. 68.

APPROVED. It is observed that the arrangements proposed for the performance of Mr. Collinson's duties during his absence will not entail any additional expense.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 456. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Account—General,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 10th May 1872, No. 498-A.G:—

I AM directed to acknowledge receipt of your letter No. 1,059, dated 24th April 1872, and in reply to state that the question of modifying the returns of expenditure prescribed in the Accountant-General's Circular Nos. 42 of 1870 and 2 of 1871 is now under the consideration of the Government of India in the Financial Department, and that orders on the subject may be expected to issue shortly.

No. 457. ORDER THEREON, 14th May 1872, No. 1,336.

ACCOUNT, No. 44.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 458. Read the following letter from the Acting Superintending Engineer, 7th Division, to the Officiating Secretary to Government, Public Works Department, dated Camp at Cochin, 4th May 1872, No. 20:—

I HAVE the honour to forward, for sanction and provision of funds from the Reserve, an estimate, amounting to Rupees 400, for providing iron grated doors inside the present batten doors of the solitary cells at Cannanore. The necessity for the work is duly explained in the estimate itself, which has received the

approval of His Excellency the Commander-in-Chief. This work is entered in the statement * of funds required, submitted by me on the 24th ultimo.

* No. II.

No. 459. ORDER THEREON, 14th May 1872, No. 1,337.

MILITARY WORKS, No. 19.

THE estimate is sanctioned. The question of providing funds will be separately considered.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 460. Read the following letter from the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 14th May 1872, No. 657 :—

I HAVE the honour to report, for the information of Government, the following injuries caused by the recent storm.

2. The Wallajah Range Officer reports very heavy floods in the Poiney and Palar rivers, which in the latter rose to 13 feet or 6 feet above the anicut.

3. The upper course of cut stone of the Poiney anicut was carried away. The roads in this range have been considerably cut up. The Executive Agent states that there has been much loss to ryots, as the crops that were ready for harvesting have been damaged by water.

4. The tanks have escaped, which Mr. Stephens reports as in great measure due to obedience to his renewed instructions on the part of the villagers as regarded early attention to their calingulahs ; he attributes credit to the Tahsildar of Wallajah Taluq for circulating and supporting his advice.

5. The Assistant Engineer in charge of the Vellore Range writes that the town of Vellore was inundated on the 2nd May. The rain began to fall on the night of the 30th April and continued till the evening of the 2nd May.

The fall is as follows :—

1st May up to 6 P. M.	1 65 inches.
2nd ,, ,, ,, 5 P. M.	12 15 ,,

at which hour the rain ceased.

6. The storm of the 2nd lasted for three hours, from 1 to 4 P.M. It was then that the under-mentioned tanks, situated near the range of hills to the south-east of the town, breached and caused the inundation which eventuated in much loss of property and lives :—

1. Veeroopatcha Agararum tank.
2. Allapoorum tank.
3. Coopum tank.

7. The parts of the town which escaped are the Pettah, Sydapet, and New Town. There was one broad sheet of water running violently towards the Nukul Calvoy channel, about a mile and a quarter in width, extending from the new cemetery to the Police station. The depth was about 9 feet at the lowest point

The current destroyed many buildings, trees, etc., and many people perished. Fortunately the worst took place during the day.

8. The localities that have suffered are Sunkarampolliem, Valapady, Nullamputtary Cosapett, the Awoolkara Street, the Officers' lines, Sepoys' lines, Family lines, Cusbah and Ramanoikenpolliem. The Cusbah has been almost destroyed, and now presents a dismal spectacle. The Family lines and a part of the detached lines have suffered very much; to the 3rd instant one hundred and sixteen corpses have been found.

9. The Veeroopatcha and Allapooram tanks receive the drainage of a considerable tract of country to the south. Their beds appear to be much silted, the calingulahs and channels below them insufficient to discharge any extraordinary fall of rain; the bridges on the various roads also are too small.

10. The Arnee road was breached, and a skew bridge, 25 feet span, carried away.

11. The water forced its way by cutting a gap 70 yards long through the road to the Railway station, and thus relieved the pressure on the Nakul Calvoy bridge.

12. At the Central Jail sixteen bays of iron railings in the 4th ward, thirty-one in the 5th, thirteen in the 6th, and six in the female enclosure were thrown down in addition to those blown down by a previous gale already reported on. The tiles of the roofs of almost all the blocks have been disturbed, and many blown off, especially at the female block, a portion at the west end was untiled.

13. The Assistant Engineer reports the following other tanks breached:—

Adoocumpary tank.
Yedyancath do.
Sathinathooray do.
Pangalathan do.
Nelroy do.
Sakanoor do.
Moonjurpet do.
Do. Vumumcoottay.
Veeroopatchy Agravarum tank.
Allapoorum do.
Palavansath Coopum.
Thoorapaudy tank.
Yellavambady large do.
Do thoongul.
Moommalampet tank.
Poothoor large do.
Poothoor Andy tank.
Do. Supply Channel Condum.
Chittory tank.
Sholaveram do.
Churiapalambakum do.
Veperaput do.
Poothoor do.
Thothiput do.
Seroocalamboor do.
Coottoopoothoor do.
Allipooram do
Cutheumpet do.
Arasumpet do.
Thinnanachary Coopum do.
Cavanoor do.

14. The Chittoor Range Officer states that the Chittoor river was in its highest flood, and the gale was from the north, and was very violent. Reports as to damages to irrigation works will be sent in the course of a few days.

15. Lieutenant Bevan, the Assistant Engineer, Polur Range, reports that a severe storm of wind and rain set in from the north on the morning of the 1st instant, doing considerable damage to the ripe crops and to the Government works now in progress out in the range. 14·46 inches of rain were registered by the rain gauge during the time the storm lasted.

16. The water in the Arnee or Seear river rose to 9 feet 3 inches, this was 3 feet 9 inches higher than any flood since 1858.

17. The Cheyaur river rose to a height of $10\frac{1}{2}$ feet, $3\frac{1}{2}$ feet passing over the crest of the anicut.

18. The dam which is now being built higher up the river at Yellatoor was completely submerged, 8 feet of water passing over it; the injury that it has sustained cannot be ascertained until after the water subsides.

19. Many houses in the town of Arni and the adjacent villages have been washed down, trees torn up by the roots, and large boughs blown off almost every tree in the neighbourhood.

20. In the Chingleput District, Mr. Sub-Engineer Ottmann reports that a terrific gale blew in these parts since the morning of the 2nd instant, attended with heavy rain. All the previous day and night the weather was very squally, attended with rain, but in the morning it grew quite stormy, the wind being from the north.

21. The thatch of the Dispensary shed there it appears has been quite blown off in several places, the patients having had to take shelter in the town. Mr. Ottmann has called the attention of the Vice-President of the Municipality to the necessity of immediately providing a grant so as to enable the Native Surgeon to re-thatch the building thoroughly as soon as the storm subsides.

22. He states that the Palar and Cortelliar rivers were in flood, and that the Kambacal was also running high; a small breach occurred on the right bank, 3rd mile, which the villagers promptly closed.

23. The storm has done much damage to trees and houses, the tiles of which were blown away.

24. The Executive Engineer, East Coast Canal, reports that the under-mentioned bars on the Southern Canal opened themselves on the 2nd instant:—

Bar at Covelong.
Do. at Edyoor, between 31st and 32nd milestone, and close to Sadras.
Do. at Sadras.

25. The bar on the Northern Canal at Chintamony opened on the 2nd, and that at Madras (Cooum) on the 4th instant.

26. The Executive Engineer, Mount Range, states that the glass house and thatched roof over the Secretary's bungalow at Guindy Park was blown down.

27. The greater portion of the old wooden verandah to the north and south barracks at the Mount fell down. The other portion has been propped up as a temporary measure; arrangements have been made to commence building the new semi-terraced verandah lately sanctioned.

28. The glasses in the ventilators to the new Artillery Barracks have been broken, and the terraced roof to the first block slightly cracked in two or three places over beams.

29. New mud wall around the lock hospital greatly damaged by the late rains.

30. A great number of avenue trees on roads have been blown down.

31. The Executive Engineer reports that estimates are under preparation for repairs to the different buildings which have been damaged by the late storm.

No. 461. ORDER THEREON, 14th May 1872, No. 1,338.

CIVIL WORKS, No. 20.

ORDERED to be recorded.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 462. Read the following letter from the Superintending Engineer, 8th Division, to the Officiating Secretary to Government, Public Works Department, dated Madura, 26th April 1872, No. 330 :—

1 Copy of letter from Superintending Engineer, No. 2,077, dated 5th September 1871.
1 Do. do , 8th April 1872.
1 Letter from Collector of Tinnevelly, No. 228, dated 19th October 1871.
1 Letter from Rev. J. Kearns, dated 18th October 1871.
1 Do. from Collector, No. 272, dated 22nd November 1871, with one enclosure.
1 Do. do , No. 110, dated 1st April 1872.
1 Do. from Mr. Sage, No. 215, dated 26th December 1871.
1 Do. do., No. 217, dated 27th December 1871.
1 Do. do., ,, 246, ,, 10th Jan. 1872.
1 Do. do., ,, 370, ,, 28th Mar. ,,
1 Do. do., ,, 28, ,, 17th April ,,

IT is with extreme regret that I have the honour to submit the accompanying correspondence for the information and orders of Government ; but the enclosed letter No. 28, dated 17th instant, from Executive Engineer Mr. G. S. Sage scarcely leaves me any option in the matter.

2. The correspondence, it will be seen, is to a certain extent bound up with Supervisor Vyapoory Pillay's case, which was submitted by me to your predecessor with my report No. 4,195, dated 30th January 1872 ; and but for that case there can be no doubt that the question now at issue would not have arisen.

3. The facts connected with this case are as follow :—

In the Ottapedarum Taluq of the Tinnevelly District, at a place near the site where once stood the fort of Panjalamcoorchy, there are a number of graves of officers and men who fell gloriously in the three separate assaults on that fort in 1799 and 1801—for it was only with the third assault that victory was attained—and that the blood-thirsty Poligar, who held the fort, was driven out of his stronghold, after the loss on our side of the ten officers, nine Non-commissioned officers, and twenty-two privates, who lie buried at this spot, in addition to others buried near Ottapedarum.

4. It appears that in June 1866, Mr. E. Storr, the Acting Head Assistant Collector of the District, reported, in accordance with G. O., in the Ecclesiastical Department, 9th January 1857, No. 11, that these graves were not enclosed by a wall, and that in their present state, situated as they were on an open plain without any protection, they were liable to be damaged by cattle trespassing on them. He also brought to notice that an abortive attempt had been made to plant an aloe hedge round them, but that a good deal of this had disappeared, and that there was little chance of its growing up in the rocky soil of the site in question.

5. An estimate was accordingly prepared in this department by the Range Officer, Supervisor Vyapoory Pillay ; was submitted for sanction in September 1866, and was eventually sanctioned for execution in G. O., 28th July 1869, No. 2,472. And the work was accordingly executed by the Supervisor during the same year.

6. At a late meeting of the Local Fund Board, Tinnevelly, it was brought to my notice by the Rev. J. Kearns, who resides within a short distance of Ottapedarum, that the cemetery wall under reference has been built in closer proximity to the tombs than was either necessary or desirable, and that it had been so poorly constructed that a portion of it had been washed away during the monsoon that immediately followed its erection.

7. Accordingly, I referred the matter to Executive Engineer Mr. G. S. Sage for report, as per enclosed memorandum No. 2,077, dated 4th September 1871, and marked A ; and on receipt of the Collector's letter No. 228, dated 19th October 1871 (B), and its enclosure (C) from the Rev. J. Kearns, I at once forwarded these papers to Mr. Sage in continuation of that memorandum.

8. As Mr. Sage's report No. 217, dated 27th December 1871 (D forwarded herewith) differed so entirely from the views expressed by the Rev. Mr. Kearns in this matter, I had no alternative but to await an opportunity of visiting the spot myself before disposing of the subject.

9. I should mention here that the rate allowed in the estimate, and alleged to have been paid, for rough stone-in-mud, of which the wall is built, is Rupees 3 per cubic yard, whereas the ordinary rate of the district for rough stone-in-chunam is Rupees 2-8-0 per cubic yard, and for that rate there is no difficulty whatever in getting a contractor to execute new work of this kind on the spot in question. I say this advisedly, for I hold an agreement with a contractor to this effect.

10. Mr. Sage, it will be seen, does not think the work "is badly built." He attributes its failure to faulty designing, and to the fact that "masons about here do not seem to understand building rubble walls."

11. On the 20th of March last, I made my inspection of the cemetery wall, and I must confess to a feeling of considerable annoyance in regard to the report submitted by Mr. Sage, a report which I felt no hesitation in considering as inconsistent with the real facts of the case, and I accordingly thought it my duty to administer him a very severe rebuke on the subject—see my marginal letter No. 4,915, dated 20th March 1872, upon enclosure D. In confirmation of my views, I would call your special attention here to the enclosed letter from the Collector of Tinnevelly, No. 110, dated 1st April 1872, and marked K, wherein that gentleman suggests that, "in consideration of the manifest shortcomings of the Architect Vyapoory Pillay," the repair of the cemetery wall may well be done at the expense of that Supervisor.

12. In his letter No. 370, dated 28th March 1872 (E), Mr. Sage resents my remarks ; "is still of opinion that the work is not badly built ;" is sorry that what he believes to be true is "in opposition to my wishes," and requests his removal to another division.

13. Before submitting this letter to Government, I addressed the enclosed letter No. 84, dated 8th April 1872 (marked F) to Mr. Sage, with a view of clearing up a misunderstanding that had arisen on two points, and also in order that should he still desire to be removed from this division that wish might be based upon a clear issue.

14. Mr. Sage's reply No. 28, dated 17th April 1872 (G) is forwarded herewith, and as the tone of this letter throughout appears to me exceedingly

objectionable, I have no desire to thwart his wishes for his removal from this division.

15. In paragraph 2 of this letter, Mr. Sage states that it was not he who made the inquiry into Supervisor Vyapoory Pillay's case, whereas the Government will see from the original correspondence (enclosure No. 74 of my report No. 4,195, dated 30th January 1872) that Mr. Sage considered it rather a grievance (I quote from memory) that he had not been allowed to be present at the concluding investigation of the case made by me. Now, if he did not, as he now asserts, make the inquiry, what kind of necessity was there for his being present at the investigations made by me.

16. In the statement which accompanied my report already quoted, I have gone fully into all the details of the case, and I have given my reasons for considering that the Government have not received in this business the assistance which they have a right to expect from an officer of Mr. Sage's standing and experience.

17. There are occasionally to be found in this world, as it is well known, head-strong individuals, whose great aim in life appears to be to prove that every body else is wrong. Men of this stamp habitually make up their minds at once to a strong opinion, and ignore and indeed seem to be totally blind to facts, or occurrences, which appear to others adverse to such an opinion. So long as such a course is confined to mere arguments, or only affects personally the individual that indulges in this peculiar propensity, those who object to the same have no call to mix themselves up in the matter, as they can perfectly pass "on the other side of the way." In public life however this practice has such palpable disadvantages that no public officer can be too careful not to allow himself to be included in this category, and by so doing damage the interests of the Government he serves.

18. Mr. Sage complains, in paragraph 4 of his letter, that I have made a "deliberate charge of falsehood or falsifying" against him, and he asserts that what he writes "is truth however badly expressed." The Government are well aware of what I have written before, and can form their own opinion from what has now passed as to whether I have ever said anything to warrant such a charge against Mr. Sage as that which he alleges as above. I would refer you, in this connection, to paragraph 13 of my report No. 4,195, dated 30th January 1872, where the following passage occurs :—

"The manner in which the preliminary inquiry into the charges against the Supervisor was conducted by Mr. Sage, namely, his not attempting to obtain the evidence of the witnesses in a calm, dignified, and dispassionate manner has resulted in a palpable failure in regard to the whole truth being elicited."

19. In paragraph 5 of his letter it would appear that, as Mr. Sage cannot complain of the course I pursued in regard to my placing Mr. Sub-Engineer McNair under his orders while investigating Supervisor Vyapoory Pillay's case, he must needs fall foul of my motives for doing so. Such an extraordinary proceeding needs no comment on my part, the more especially as I have, in paragraph 14 of my report already quoted, explained my reasons for the course I pursued in this respect. At the end of his paragraph 5, Mr. Sage overtly sneers at Mr. McNair as "a man I had great faith in up to that time at all events." I can only

repeat my belief, as stated in my report, that, had Mr. McNair been untrammelled in his investigations, there is every probability that it would have resulted in sufficient evidence being collected as to ensure a magisterial conviction against the Supervisor.

20. I will not trouble the Government with any further comments on Mr. Sage's letter; but I will content myself by asking what subordination can be expected in a department where, if an Executive Officer, on being reprimanded by his Divisional Officer, at once prefers a request to be removed to another division? This is indeed one way of solving the difficulty, and I would respectfully suggest that, if the request be acceded to, the removal may not be made at the *public expense.*

21. I venture also to point out that there appear no other objections to his removal, but rather the reverse, inasmuch as the services of an officer of Mr. Sage's standing and experience are not actually required in the Northern Range, Tinnevelly, whereas it is possible they may be needed by the Government elsewhere. Moreover, as Mr. Sage is not acquainted with Tamil, the language of the district, and has indeed been exempted from passing in it, the services in his place of an officer who has passed in Tamil would manifestly be advantageous. I may here mention that in my letter No. 1,688, dated 15th August 1871, applying for the services of an officer for the range in question, I suggested that an Assistant Engineer of some experience should be detailed for the duty. With the exception of the lighthouse at Tuticorin, which can be perfectly re-transferred to the supervision of the Executive Engineer in charge of the Southern Range, Tinnevelly, there are no works whatever of any magnitude in the Northern Range, Tinnevelly, which an Assistant Engineer is not perfectly competent to undertake.

22. In addition to the above, I regret to have to state that, in consequence of the dread inspired by Mr. Sage's treatment, as commonly reported, of the subordinates of the range, I find great difficulty in filling the vacancies that occur therein. When a native hears that a Local Fund Overseer, a Christain moreover, has been kept standing in the Range Office from 6 A. M. to 6 P. M. on a Sunday,* he is naturally not very desirous to join that range. But the most curious thing of all is that Vyapoory Pillay, whom Mr. Sage has expressed his willingness to re-employ as Supervisor, has personally entreated me, should he be reinstated, not to be sent to do duty under Mr. Sage. If gratitude is, as it has been described to be, a keen sense of favours to come, the want of it is explained in this case.

* See enclosed correspondence forwarded by Collector of Tinnevelly with his letter No. 272, dated 22nd November 1871, marked H.

23. At the conclusion of Mr. Sage's letter No. 370 of the 28th March 1872, that gentleman complains of the want of support I have afforded him from his first joining the division. This is the first time that he has brought this to my notice, and though I should indeed much regret that it should be considered that I had made myself obnoxious to this charge, it is impossible for me, in the absence of any specific instance being mentioned, to meet so general and sweeping a statement. The fact is that on Mr. Sage's taking charge of the range almost his first duties were in connection with Vyapoory Pillay's case. In this he appears to have made himself a violent partizan; as lenient, on the one hand, to the Supervisor, as he was harsh to those who gave evidence against that

individual. While even in writing to me his language has been so indecorous that I have been compelled to take notice of the same—see Mr. Sage's letter No. 215, dated 26th December 1871, and my marginal reply thereon, No. 3,740, dated 4th January 1872 (marked I), with Mr. Sage's explanation (J).

24. I now leave the matter with confidence in the hands of Government, and I can only regret to have been compelled to trouble them with this additional and disagreeable correspondence.

25. In conclusion, it behoves me to mention one fact while on the subject of Vyapoory Pillay's case, and with a view of the Government having a more thorough insight into the same, and that is that, although he formerly was highly respected, he has fallen much in the estimation of his countrymen by the habit of drinking, which he has acquired of recent years, and under the effects of which habit he has appeared in my presence.

No. 463. ORDER THEREON, 14th May 1872, No. 1,339.

ESTABLISHMENT, No. 49.

THE Government remark that this controversy between the Superintending Engineer and Executive Engineer really arose from the misquotation by the former of a single word in the latter's letter marked D, which cannot be accounted for by any illegibility of the manuscript. They consider therefore that Lieutenant-Colonel Roberts would have adopted the more magnanimous and fair course had he entirely cancelled his memorandum No. 4,195 on that letter written when labouring under a misconception of what Mr. Sage wrote, and they consider that he might have been satisfied with the opinion of so experienced an Executive Officer on so small a matter, and acted upon any repair estimate he might send in. The papers marked I and J certainly should not have been sent up, their subject matter having been allowed to drop.

2. Mr. Sage, on the other hand, however hurt at a censure, the harshness of which was evidently based on the misreading of a single word that he had used, was not justified on such a pretext to request his removal from the 8th Division. It is perfectly evident, as stated by Lieutenant-Colonel Roberts, that ill-feeling had arisen in connection with other matters, and advantage was taken by Mr. Sage of this mistake of his superior officer to demand his removal from under his orders. But Government are not prepared to make transfers simply on account of incompatibility of temper of officers working together in the same division, at least until it suits the public as well as their private convenience. Mr. Sage will accordingly stand fast for the present; and both officers are expected to proceed with their respective duties towards Government and each other without further reference to former misunderstandings, and with a due regard to the deservedly high character they bear.

3. With reference to the charge made in paragraph 22 of the Superintending Engineer's letter, and supported by the documents marked H, the Government do not find that any notice whatever was taken by Lieutenant-Colonel Roberts of Mr. Sage's treatment of the Local Fund Overseer at the time the transaction occurred, namely, in November 1871, which would appear to have been a grave dereliction of duty on his part if he attached any importance to the subject, as he now appears to do. Presuming on the accuracy of the statement made by him, the Superintending Engineer should have called Mr. Sage's attention to the absolute necessity of keeping his temper and refraining from ill-treatment of his subordinates, and have intimated that the severest displeasure of Government would follow upon his having to hand him up for such behaviour in future.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 463A. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1872, No. 202 :—

In their Proceedings dated the 27th March 1871, No. 910, when passing orders with regard to the general direction to be followed by the Carnatic Railway between Madras and Cuddalore, the Government stated their opinion that opportunities should not be neglected of examining the country to the south of Cuddalore with a view of selecting the most favourable route for an extension to join the Great Southern of India Railway.

Subsequently, on the 14th September 1871,* authority was communicated from the Government of India for permitting the Carnatic Railway Company to undertake the surveys for an extension from Cuddalore to the Coleroon river; subject to the distinct proviso that the permission conveyed to the Company no claim to the concession for the construction of such extension.

* G. O., No. 2,334.

In like manner, on the 21st September 1871,† authority was communicated from the Government of India for permitting the Great Southern of India Railway Company, subject to a similar proviso, to undertake the survey of the country between their existing line and the Coleroon river. In conveying this authority, the Government of India desired that the question as to the best point for the bifurcation northward from the main line should be fully investigated.

† G. O., No. 2,414.

2. I have now the honour to lay before Government reports‡ from the Railway authorities giving the results of the examinations which have been made of the country between Cuddalore and the Great Southern of India Railway; and I trust that the information now submitted will enable the Government to determine the general direction of the proposed extension. Mr. Logan's report is accompanied by plans and sections, showing the result of the trial survey to the south of the Coleroon, and he has also submitted an estimate of the cost of that portion of the line. I have not sent these on with the report, as it seems better that they should be laid before Government, together with the corresponding documents for the portion to the north of the Coleroon, when received from the Carnatic Railway authorities. The object of the papers now submitted is to obtain a decision, if possible, on the general direction of the line.

‡ From Agent, Great Southern of India Railway Company, No. 4,366, dated 2nd February 1872.
From Agent, Carnatic Railway Company, No. 389, dated 2nd April 1872.

3. The question as to the point at which the proposed railway should join the existing line of the Great Southern of India Railway Company is now narrowed to a choice between Trichinopoly and Tanjore.

In the years 1868-69, when the advisability of making a branch to Combaconum was under discussion, Needamungalum and Tanjore were proposed as alternative starting points; but when, instead of constructing a short branch to accommodate the town of Combaconum, it was proposed to unite the Carnatic and the Great Southern of India Railways, Needamungalum dropped out of consider-

ation. The only argument in its favour was that a branch starting from it was the shortest and cheapest mode of bringing Combaconum into communication with the railway. The local traffic would not have been so well served by it as by a branch starting from Tanjore, and when it came to be considered as a link in the line of communication from north to south, a glance at the map was sufficient to show that the through traffic would suffer considerably from the unnecessary detour.

Trivellore is the only other point on the line at which it would be possible to suggest a junction, but the considerations which have just been mentioned against Needamungalum apply here with still greater force, in addition to which a line joining the Great Southern Railway at Trivellore would run northwards to Mayaveram, leaving the important town of Combaconum as far from the railway as it now is. Mr. Logan in his report* looks forward to the time when it will be found advisable to open up the tract of richly cultivated country between Mayaveram and Trivellore by a cross line between the two towns. I am inclined to agree with him in looking to this as a probable contingency; but it is clear that the point of junction for the line now under consideration must not be fixed to the east of Tanjore.

* Paragraph 15.

4. Between Tanjore and Trichinopoly, as alternative points of departure for the proposed line, the Great Southern of India Railway authorities give the preference altogether to Tanjore. Mr. Logan points* out that if the sole object in view were to secure the shortest possible communication between Madras and the Southern Provinces, a line in a north-easterly direction from Trichinopoly would be chosen; but he shows that it would pass through a comparatively poor and thinly populated country, and for a considerable distance through mere jungle. On the other hand, he points out that a line starting from Tanjore would pass through the most highly cultivated and most populous tract to the south of Madras. To decide the question, it seems sufficient to mention that a line starting from Trichinopoly would avoid the whole of the Cauvery Delta, and would pass at a distance from all the important towns in that district, such as Combaconum, Mayaveram, Chellumbrum, etc., which it is the chief object of the proposed railway to accommodate.

* Paragraphs 3 and 4.

5. Having fixed on Tanjore as the place from which the proposed line should bifurcate, Mr. Logan subsequently* raises the question whether the actual point of junction should be at the site of the present station, or some 3½ miles to the eastward. He remarks that the existing line rises 42 feet in those 3½ miles up to the Tanjore Station, and that goods sent from Negapatam and other eastward stations to the north and *vice versa* would be saved this rise if the junction station were fixed at a point from 3 to 4 miles east of the present station. On the other hand, he points out that whatever benefits such an arrangement might confer upon a small portion of the local traffic would be more than counteracted by the disadvantages resulting therefrom to the through traffic; and that it is also of importance not to miss any of the thickly populated tract between Tanjore and

* Paragraphs 13, 14, and 15.

Combaconum. He has therefore decided on recommending that the point of junction should be as near to the present Tanjore Station as possible, and in this I entirely agree with him. Besides the arguments cited by Mr. Logan, it seems clear that the proposal to locate the junction 3 or 4 miles east of Tanjore would entail the cost of building and keeping up an extra station without any prospect of a proportional increase to the traffic.

6. Leaving Tanjore, the line of the trial survey has been carried over the Vennaur and Vettaur rivers to the proposed stations at Janpetta (8 miles from Tanjore, 3rd class) and Paupanassum (14 miles, 2nd class). It then crosses the Coodamurty river to the proposed station at Soondarapcroomaul Covil ($17\frac{1}{4}$ miles, 3rd class). Then after crossing the Arselaur river it reaches the proposed station at Combaconum (23 miles, 1st class). Then without crossing any other large rivers, but being carried over a number of smaller streams and irrigation channels, it reaches successively the proposed stations at Tirruvadamardoor ($28\frac{1}{4}$ miles, 2nd class); Auduthory ($30\frac{1}{2}$ miles, 3rd class); Cootalum (37 miles, 2nd class); Cornaud or Mayaveram ($42\frac{1}{2}$ miles, 2nd class); Vydespooram ($51\frac{1}{4}$ miles, 2nd class); and Anigari Chuttrum ($60\frac{1}{2}$ miles, 3rd class). At 61 miles 7 chains the proposed line reaches the bank of the Coleroon river.

The gradients, as might be expected from the nature of the country, are very favourable. The ruling gradient is 1 in 200 for a short distance, but by far the greater part of the line is either level or nearly so.

7. Mr. Logan, in his report, gives some particulars regarding the traffic which may be expected to come into the line. He does not enter into elaborate statistics; and it is not necessary for me to follow him into the figures given in his report, as the Government are aware that this part of the line will pass through the richest and the most populous part of Southern India.

Before passing on to the portion of the line which lies to the north of the Coleroon, it is sufficient to say that the direction in which the trial survey has been carried by Mr. Logan has my entire approval. The Deputy Consulting Engineer has lately inspected the country in Mr. Logan's company, and, with the exception of one or two points upon which his suggestions have been adopted, he has expressed his entire general approval of the line which has been surveyed, and the proposals made with reference thereto.

The estimate submitted by Mr. Logan of the cost of the 61 miles 7 chains of railway between Tanjore and the Coleroon river amounts to Rupees 32,77,492. This includes provision for telegraph and for wire fencing for the whole line. The telegraph will probably be constructed by the State; and if one-half of the fencing can be dispensed with, the estimate will be reduced to Rupees 31,40,618, being at the rate of £5,108 per mile.

8. To the north of the Coleroon river thence to Cuddalore, I regret to say that no survey has yet been made. The engineering staff of the Carnatic Railway Company has been altogether employed in preparing the plans and sections for the line between Madras and Cuddalore, and it is only within the last few days that one Engineer has been detached to make trial surveys to the south of Cuddalore.

Mr. Dibblee, in his report, gives the result of the general examination which he has made of the country through which the proposed line will run, together

with such statistical information as he has been able to collect. His report is also accompanied by a sketch map on which are marked four routes which have been proposed with the view of uniting the Carnatic and the Great Southern of India Railways.

9. Route No. 1 leads from Panrooty in a south-westerly direction to Trichinopoly. This has been already discussed, and may be dismissed from consideration without further remark.

Route No. 2 unites Panrooty with Combaconum by the shortest possible line. There is not much to be said in favour of this line. Mr. Dibblee remarks that until the Coleroon is crossed it passes through a thinly populated tract. This remark is confirmed by the Deputy Consulting Engineer who has lately examined the line and pronounced it, in his opinion, far inferior to either of the routes Nos. 3 and 4. The Collector and Sub-Collector of South Arcot, in letters* herewith submitted, also pronounce against it.

* No. 204, 20th October 1871.
,, 496, 7th ,, ,,

Route No. 3 leads from Panrooty through Vullapollum to Chellumbrum, and thence over the Coleroon river to Sheally.

Route No. 4 joins Cuddalore with Chellumbrum, passing near Porto-Novo. From Chellumbrum it follows the same line as No. 3.

10. The only point which seems open to question is whether No. 3 or No. 4 route should be adopted; that is, whether from Chellumbrum the proposed line should join the Carnatic Railway at Cuddalore or at Panrooty.

In the Chief Engineer's report there is no preference given to either of these two routes. Mr. Fisher, in sending on Mr. Dibblee's report, seems to give the preference to No. 3, but he assigns no reason for so doing. The chief arguments in favour of each of these routes seem to be as follow :—

On the one hand, the adoption of route No. 3 will reduce by about 10 miles the length of the through journey between Madras and the south. This advantage will be gained at the cost of constructing some 9 additional miles of railway, and of increasing the working expenses of the portion between Panrooty and Cuddalore by making it a branch.

NOTE.—In Mr. Dibblee's report No. 3 is represented as entailing only 7 miles more new line than No. 4, and the length of the through journey by the latter is given as 12 miles more than by No. 3.
I have since learnt from him that, in order to preserve the ruling gradient of 1 in 140, it will be necessary, if No. 3 is followed, to make a detour which will lengthen the line by about 2 miles.

On the other hand, if route No. 4 be chosen, the length of the line to be constructed will be reduced by about 9 miles (and the Chief Engineer states his opinion that, mile for mile, the cost of the railway by either route will be the same); the town of Cuddalore will be placed on the main line instead of on a branch, and the railway can be taken either close to Porto-Novo, or within easy reach, by road and navigable river, of that seaport. It will be seen that the Revenue Officers attach great importance to bringing the line near Porto-Novo.

Another advantage which seems likely to result from the adoption of route No. 4 is the saving of a bridge over the Guddelum river. In their Proceedings* under date the 27th March 1871, the Government expressed the opinion that the

* G. O., No. 910, paragraph 7.

line should be taken across the Guddelum near Panrooty, and should skirt the right bank of the river to Cuddalore. An examination of the country makes it doubtful whether this is possible, unless with the additional cost of a tunnel through a range of laterite hills, which at one point prevent all access to Cuddalore along the south bank of the Guddelum. At present it seems probable that Cuddalore can be reached from Panrooty in one of two ways only; either by following the south bank of the Guddelum and tunnelling through the laterite hills, or by following the north bank and crossing the river lower down near Padricoopum. The latter course will probably be the cheaper, and if it be followed, route No. 4 will obviate all necessity for a second bridge over the Guddelum.

11. Upon the whole the balance of advantage is decidedly in favour of route No. 4, and I have no hesitation in recommending that, after crossing the Coleroon river, the line should be taken to Chellumbrum, and passing as near Porto-Novo as may appear desirable to Cuddalore, and thence to Panrooty. I have already asked the Agent to restrict all further examination and survey to the two routes which will pass through Chellumbrum, Nos. 3 and 4; but, with the approval of Government, I will now call on him to have the survey made of that line only which I have sketched out, namely, from Chellumbrum near Porto-Novo to Cuddalore. The portion between Cuddalore and Panrooty is included in the line which has been already conceded to the Carnatic Railway Company.

It is impossible, until further information is gained, to give a list of sites for stations on this part of the line. The ruling gradient will be the same as between Madras and Cuddalore, 1 in 140.

In roughly estimating the cost of this portion, it seems safe to count on it not exceeding the figure given in Mr. Logan's estimate for the portion south of the Coleroon, namely, £5,108 per mile, as the masonry works will be fewer and smaller than in Tanjore. It is, however, quite impossible to approach accuracy in estimating the cost until the line has been surveyed; and my object at present, as I have already said, is to obtain a decision on the general direction of the line, so as to ensure the survey being completed as soon as possible.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 2nd February 1872, No. 4,366.

When the question of gauge for the Southern Extension was discussed at the Council Chamber in March last, I represented that my Directors had raised capital for the construction of a railway on the same gauge as that adopted for the open line, and if it was decided to extend the line southwards on a narrow gauge a large portion of the capital thus raised would be lying idle. I submitted, therefore, that a further extension northwards should be conceded to the Great Southern of India Railway Company, so that the surplus capital might be made available.

2. When the Chief Engineer found he could set aside part of his staff to examine the district to the north of Tanjore, application was made to undertake a preliminary survey in that direction, and the sanction of Government was accorded.

3. I now submit, for the orders of Government, a report from the Chief Engineer giving the result of the survey. Mr. Logan informs me that for expenditure not detailed in his estimate he has taken a mileage proportion of similar expenditure as entered in his estimates for the Southern Extension.

From D. LOGAN, Esq., Chief Engineer, to W. S. BETTS, Esq., dated Trichinopoly, 27th January 1872.

HEREWITH I have the pleasure to forward plans and estimates for the proposed extension of our line towards Madras, intended to join the Carnatic Railway at the Coleroon on the borders of the South Arcot and Tanjore Districts.

2. As you are aware, when the preparation of the working plans and estimates for the Southern Extension drew to a close—this being the only work sanctioned by Government on which I could keep my staff employed—I asked and obtained permission to undertake a preliminary or trial survey and section through the northern part of Tanjore, and the plans and estimates now forwarded are the results of the investigations undertaken.

3. In selecting Tanjore or its neighbourhood as the point of bifurcation, I have been guided by the consideration that a line branching from that town and running in a north-easterly direction through Paupanassum, Combaconum, Mayaveram and Sheally up to Chellumbrum would run through by far the richest, most populous, and most cultivated part of the country lying at all within the range of a main line of communication between the south and Madras—I might safely say through the most cultivated and most populous tract of country south of Madras.

4. Glancing at the map, and looking merely to directness of communication, a continuation of the Southern Extension through Trichinopoly across the Cauvery and Coleroon rivers and so on in a north-easterly direction towards Cuddalore would best serve that end, but compared with the line selected for the trial survey now forwarded such a route would pass through a much poorer and less populous country, and a considerable portion through mere jungle. Indeed, the only advocates, of whom I have heard, for any approximation to this route, base their arguments on the allegation that along a good portion of it land could be had cheaply for the railway, while there would be a plentiful supply of firewood available for locomotives from the jungles.

5. The line leaving from Tanjore starts from a large and populous town, the capital of the district and the head-quarters of the Revenue, Judicial, Public Works and Police Departments, passes through or close to an almost continuous line of towns and villages as far as Mayaveram, while along the whole course to the river Coleroon it runs through rich and cultivated land.

6. To give some idea of the population between Tanjore and Combaconum, a distance by road of about 24 miles, I may state that, exclusive of those towns, the population of the villages on the road is about 18,000, while the inhabitants of the large villages lying within 5 miles on either side of the road number upwards of 67,000 in all within a belt of 10 miles over 85,000 people. Including Tanjore and Combaconum the population exceeds 155,000 along this route.

7. Combaconum is reputed one of the wealthiest and most sacred towns in Southern India. Its population is estimated at from 35,000 to 40,000, with a large and increasing trade. In addition to the annual flux and re-flux of pilgrims to and from its sacred places, there is the great Mamangum Festival which occurs every twelve years to which devotees go from all parts of the country. The last festival took place in 1862, and it was then estimated that no less than 500,000 people congregated at it. From Combaconum through Mayaveram (population 18,000) up to the northern limits of the Mayaveram Taluq, a distance of about 28 miles, a population of upwards of 61,000 exists within the limits of half a mile on each side of the main road, making an aggregate population along 52 miles (counting from Tanjore) of the proposed railway of about 216,000, or over 4,000 inhabitants per lineal mile. On the remaining 10 miles through the Sheally Taluq the population is not so dense, but there are several villages of importance, for instance, Sheally itself and Veedespooram, where a celebrated temple exists to which multitudes of pilgrims resort; and beyond, about 4 miles to the north of the river Coleroon, is the large and important town of Chellumbrum (about 15,000 inhabitants) with its celebrated temple, to which also numbers of devotees flock.

8. There are two festivals in the year at Chellumbrum, one in June and the other in December; at the former about 7,000 and to the latter about 15,000 people come. There is a large export trade in grain, which is shipped at Porto-Novo, principally for Colombo. A quantity of cloth is also made here, 1,300 looms being employed. Silk weaving is carried on by another 200 looms.

9. Added to the large passenger traffic to be expected on so populous a line of country, there is fair reason to anticipate a very considerable traffic in goods, of which the chief items at present are rice and paddy, other grains, nuts, salt, silk, and cotton thread, cotton cloths, oils, iron, copper and brass vessels.

10. As some indication of the value of the traffic in the more important items just mentioned, I subjoin a statement furnished by the Revenue authorities of articles exported from, and imported into, Combaconum in the year 1870 :—

Name.	Value.	Remarks.
	RS.	
Silk thread	9,00,000	Goes to Cottalum, Andoothoray, Trichinopoly, etc. The raw material comes from Bangalore and Bengal. Value of silk cloth per 100 Rs. weight is— Corah or raw silk 10½, at 17 Rupees. Red or scarlet 25, at 36 ,, Yellow 25, at 34 ,,
Brass vessels	2,16,000	Sent to Madras, Salem, Conjeveram, Trichinopoly, Mayaveram, and all over Southern India. The vessels made in Combaconum are considered superior and much in demand everywhere. A seer of 25 Rs. weight costs 6 Annas. The raw material comes from Madras.
Cotton cloths	6,00,000	Sent to Trichinopoly, Mysore, Salem, etc.
Nana (dye root)	1,20,000	Goes to Madura, Cuddapah, Madras, etc.
Cotton thread	3,00,000	Imported from Madras.
Rice and paddy	3,60,000	Imported from Madras and Negapatam.
Other grains	1,80,000	
Oils	3,00,000	
Iron	60,000	
Copper	1,00,000	
Miscellaneous	7,20,000	

11. The exports from Mayaveram town in 1870 in paddy and rice and in silk and cotton cloths which are sent to Tanjore, Bangalore, Malabar, Madras, and elsewhere were valued at Rupees 3 lakhs (300,000). The imports during the same period were valued at Rupees 5 lakhs, the chief items being silk and cotton thread (from Negapatam and Madras) ; dye roots, brass and copper sheets (from Madras) ; tin, paddy, oils, salt, beetle nuts, brass vessels, cloths (from Madras and Negapatam) ; etc., etc. At Jampetta, between Tanjore and Combaconum, and at Cotalum and Conaud between Combaconum and Mayaveram, are the chief emporiums of the silk trade in the western and eastern parts respectively of the district.

12. I have not attempted to go into any elaboration of statistics, because I think sufficient has already been shown to support the statement that the line now surveyed follows the main sources of traffic for passengers and goods, and does not at the same time too far sacrifice the object of having a thorough main line of communication from north to south.

13. I have taken the Northern Extension line off the present railway, so as to make use of the present Tanjore Station, extended and enlarged, and leaving that have endeavoured to get round to the north as soon as possible into proximity with the towns and villages along the road from Tanjore to Combaconum ; but it is a question for consideration whether it would not be more advisable to form the junction some little distance to the east of Tanjore so as to avoid running all goods coming from Negapatam and the east for the north and *vice versa* up-hill to Tanjore to be again lowered en-route to the north and east.

14. The present station at Tanjore stands about 60 feet above the general level of the ground (immediately to the north-east of the town) over which the proposed extension would run, while the level of the ground about 3½ miles east of Tanjore on the present open line is only 18 feet above the same, so that all goods from east to north and *vice versa* would be saved the difference in rise (42 feet) by having a junction station 3 to 4 miles east of the present Tanjore Depôt.

15. It may be said that to attempt to bring all the Negapatam and eastward traffic intended for Combaconum and the north so far west as Tanjore would be to entail so heavy a cost for transit so as to risk, if not ensure, its loss; but I think that it is important, on the other hand, not to compel the main line through traffic to be carried unduly to the eastward to accommodate the Negapatam side, while it is a matter of consequence to reach the populous road (Tanjore to Combaconum,) as nearly due north of Tanjore as possible to avoid leaving to one side (westward) some of the more important towns. Besides, I believe that in time it will be found advisable to open up the eastern tract of richly cultivated country lying between Trivellore and Mayaveram by a cross line joining these towns. When this is done the eastern portion of the district will have free access to the north without having to go round by Tanjore.

16. The line traverses wet cultivation throughout almost its whole length, necessitating a large number of irrigation culverts and waterways for which I have endeavoured to make ample but not extravagant provision in my estimates.

17. Upon the subject of the best kind of bridge over the Coleroon, I do not at present touch. During the carrying out of this survey permission was accorded by Government to our making out the land required for the Southern Extension and for a start to the collection of materials thereon, and I did not therefore keep the members of my staff from this more important work longer than was absolutely necessary to get up the preliminary plans and estimates as far as the river Coleroon, considering that I should not be justified in going into an examination of the Coleroon bed, etc., when more emergent work was waiting.

18. The total estimated cost of the $61\frac{7}{80}$ miles of line up to the river Coleroon is Rupees 32,77,492, or an average of £5,366 per mile, including telegraph, rolling stock, stations and superintendence.

19. Iron wire fencing has been provided for the whole line; and this item can, of course, be considerably modified if Government will sanction the doing away with fencing except at towns and villages and their immediate neighbourhoods.

20. The permanent way and work of formation is the same as estimated for on the Southern Extension.

21. The plans sent are 30, 31, 32 a trial survey: $\frac{30}{a}$ $\frac{31}{a}$ $\frac{32}{a}$ section of the line on a scale of 6 inches to one mile. The bridges, stations and other plans being the same as for the Southern Extension. I have not gone to the expense of furnishing duplicates, merely referring to the plans already forwarded by their respective numbers.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 2nd April 1872, No. 389.

I HAVE the honour to submit herewith the report of this Company's Chief Engineer upon the lines which he was requested to examine, with a view to connect the Carnatic and Great Southern Railways, starting from a point near Cuddalore as directed in your letter No. 62, 30th March 1871, and G. O., No. 910, dated 27th March 1871, together with a map showing the four lines of communication examined, with statistics relating to the population and probable traffic on those lines, respectively.

2. The Chief Engineer has abstained from offering any recommendation as to which of the lines should be selected by Government, owing to the uncertainty which exists as to the point at which this Company's junction with the Great Southern should eventually be made.

3. Adopting as the basis of my remarks the Minute of His Excellency the late Governor of Madras, wherein he states that "the line would naturally be undertaken by the Carnatic Railway Company, whether Combaconum or Tanjore should be selected as the southern terminus of the line, may be open to discussion. If Combaconum be chosen then the line from that place to Tanjore would become a branch of the Great Southern of India Railway, but it appears to me that the Carnatic Company should be permitted to occupy the whole ground up to the main line of the Great Southern of India Railway Company." I take leave to suggest that the line marked No. 3 on the map offers advantages which will recommend themselves to the favourable consideration of Government, but in the interest of this Company I feel bound to point out that should any circumstances incline the Government to decide upon a point of junction short of Tanjore, that would not be the line which would be recommended for their adoption for the following among other reasons.

Vide G. O., No. 2,396, dated 20th September 1871. Minute by His Excellency the Governor, paragraph VI, clause 1, also paragraph XIX, dated 5th June 1870.

4. As will be seen from the statistical returns accompanying the Chief Engineer's report, the portion of the line running south from Punrooty to the Coleroon is comparatively thinly populated, and its products trifling as compared with that portion of the district lying between the Coleroon and the Great Southern Company's present main line, and it is felt that it would be manifestly unfair, therefore, to give this Company the portion to construct, which would be comparatively unremunerative, while the richer and more lucrative length, for the complete development of which the intermediate portion is necessary, was given to another Company.

5. It may be further stated that the mileage from Madras to the Coleroon for instance is greater than can regularly be worked in this country by one engine and its attendant staff as one day's work, while it is not enough for two, and therefore dividing the management between Madras and Tanjore should the line be decided to be carried to that point *via* Combaconum as suggested by the route marked No. 3 would be calculated to entail an increase in the working expenses as compared with what would be necessary were the interest undivided; while an expensive work like that which will be necessary to bridge the Coleroon, costing probably over 2 lakhs of Rupees at or near the termination of one Company's property, would be calculated to create difficulty in the arrangement or division of through rates and fares with the other Company.

6. In the event therefore of any circumstances rendering the adoption of the opinions of the late Governor referred to in paragraph 3 inexpedient, the line which is recommended to the consideration of Government is that traced and described as No. 1; its construction will entail the same mileage as that by the route marked No. 3, while its cost per mile is estimated to be less than that of the other routes, and although the population and product are not so great as that of the other route referred to, there would be a saving of 31 miles upon the distance between Madras and Trichinopoly and all places south of that point.

7. I venture, while writing upon the subject of the location of the line, to allude further to the Minute of His Excellency Lord Napier before referred to, and especially to that part of it in which he submits that, "I think that Madras ought to be the starting point, and that the line should proceed southwards through Chingleput, but I think Chingleput should be united to Conjeveram by a branch line on two grounds :—

Vide Minute of His Excellency Lord Napier, dated 3rd April 1871, paragraph VIII., with G.O., No. 2,396.

"(1). Because the French Government have always desired this connection in their interests, and it seems to me that this is a measure of friendly concession which the English Government might properly make to France, having decided the question of gauge against the wishes of France.

"(2). Because the branch line from Chingleput to Conjeveram would open a direct communication for the South Arcot District northwards and westwards without making the long detour by Madras which would not be altogether insignificant to the convenience and welfare of the province."

8. The negotiations for the construction of the proposed branch between Belpur and Pondicherry having been recently re-opened, I am led to understand that the authorities of the French Government will make it a *sine qua*, now that the connection with the interior at Arconum

be carried out as originally arranged in the provisional agreement entered into with the French Government in August 1868. I trust therefore the Government will be pleased at the same time favourably to consider this part of the subject, and sanction the construction of the short link between Conjeveram and Chingleput by which the value of the present open line will undoubtedly be increased and the percentage of its working expenses reduced, the interests of the Madras Railway Company will be conciliated, and greatly increased facilities will be afforded for the conveyance of passengers and mails between this part of Southern India and the interior of the country generally by means of the Madras Company's lines.

From the Chief Engineer, to the Agent and Manager of the Carnatic Railway Company, dated Madras, 26th March 1872, No. 165.

WITH reference to G. O., No. 910, and in compliance with the request contained in the Consulting Engineer's letter which accompanied it (paragraph 3), I have been collecting the statistical information with a view to a report on the best route for a line to form a connection between our sanctioned line and the Great Southern of India Railway.

2. Owing to there not being a map of a late date, and to the fact that the ordnance maps have the names of villages incorrectly spelt, I have found much difficulty in this. The taluq officials have expressed themselves unable to recognize the villages as written on the maps, even when the position of them was pointed out, nor have they been able to say what the names of the corresponding villages should be ; my attempts to obtain information by correspondence with the Collectors have been therefore quite unsuccessful, and I have found it necessary to march through parts of the country myself, and send to all for the purpose of collecting the desired information on the spot.

3. I have now compiled the information there obtained and send herewith tables of population on either side of the several routes which have suggested themselves to me, with memoranda of the nature of the traffic which now exists in the principal towns and villages. The returns of population show the number of inhabitants, and the average per mile in each taluq within a distance of 2 miles on either side of routes which have been considered.

4. The existing road traffic found on the routes about to be considered was shown in Major Shaw-Stewart's report (see Proceedings of Government, 20th September 1871). I have had occasional accounts taken of bandies on the roads carrying produce and merchandize, and I find the proportion of traffic on the two important Trunk Roads (Nos. 8 and 9) to be the same as given by Major Shaw-Stewart.

5. I enclose a sketch map showing the various routes. No. I. is that which goes by the most direct course from Punrooty to Trichinopoly, which is the junction proposed on the Great Southern for their Southern Extension. No. II. is proposed to be taken from Punrooty by the shortest route to Combaconum and thence to Tanjore, following the direction of the present Trunk Road No. 9. No. III. from Punrooty diverges from the direct line and makes a detour to take in the town of Chedambrum, from thence following the course of Trunk Road No. 2 passes through Sheally, Mayaveram to Combaconum and Tanjore. No. IV. is from Cuddalore and follows a line nearer the coast along the Trunk Road No. 2 to Chedambrum, Sheally, Mayaveram, etc.

6. The route marked No. I. will require 94 miles of railway to be built, and will form the shortest and most direct connection between Trichinopoly and that vicinity and Madras, as well as the shortest routes over which through traffic from all places of the Southern Extension of the Great Southern Line. The most important villages on this line are Chendenar, Oolanderpet, Assanoor, Valsondah, Perambaloor, Ootalen and Seeringum.

7. The return of population shows that the Cuddalore Taluq of South Arcot is very fairly inhabited, being 696 per square mile ; but that the remaining portion of South Arcot is very thinly peopled, being in Tirookohaloor 189 per mile and in Virdarchellum 272, from thence the population increases as Trichinopoly is approached.

8. The existing road traffic on this route is represented by a daily average of 909 bandies (Major Shaw-Stewart's report). By inquiries of the drivers, it was found that the larger propor-

tion of the carts were conveying goods from Trichinopoly, Madura, etc., to Madras and *vice versa*. It is therefore to be concluded that for parts of this route the local traffic will be insignificant, but that for through traffic it is the most direct and natural course.

9. The statement of total population appended gives the number and average per mile for a width of 4 miles, being two on either side of the line. The memorandum of traffic in the villages shows the nature of the present trade and the direction in which it is now carried on; as a rule, most of the trade is with Madras, there being a small proportion with other places, such as indigo with Cuddalore and Pondicherry, dry grain and oil seeds with Trichinopoly, and salt from Mercanum.

10. There are no engineering difficulties to be apprehended; a line with good gradients can be obtained throughout, while the provision for drainage will be less costly than on any of the other routes, as this line will cross the streams much nearer to their sources.

11. Route No. II. leaves the present sanctioned line at Punrooty taking the most direct course to Combaconum, following the line of the Trunk Road No. 9 passing Vullapullum, Palamcottah, Combaconum, Pavanasi to Tanjore.

12. The population returns for this route show it to be exceedingly scanty through Cuddalore, Chedumbrum, and Woodiarpollium, being 452, 382, and 246 per square mile for those taluqs respectively. For this portion of the line therefore (40 miles) but little local traffic can be expected, while the southern portion through the taluqs of Combaconum and Tanjore being most densely peopled will yield a very large return in this respect. The number of bandies using this Trunk Road is given as 558 daily average, and from my inquiries it is found that they conveyed chiefly traffic from Combaconum, Tanjore, and Negapatam to Madras, and to places on our present sanctioned line and *vice versa*. It would seem therefore that the through traffic by this route is not so great as on route No. I, and being consigned to places at shorter distances from the metropolis, it could afford being carried round by a detour with less danger of being checked in its development. The through traffic for Trichinopoly, Madura, etc., will have 20 miles longer carriage on this route than by No. I, 81 miles of new line will be required for No. II.

13. Route No. III. branches off at the same place as No. II. (Punrooty) and follows the same direction for about 17 miles to Vullupullum, at which place it makes a detour towards Chedambrum, from whence it follows the course of Trunk Road No. 2 through Sheally, Mayaveram, Combaconum, Pavanasi to Tanjore.

14. The same feature in this route as on No. II. presents itself; the first portion of the line goes through a thinly populated country from which little local traffic can be anticipated, that is, for the first 35 miles up to the town of Chedambrum; it will be seen from the returns, however, that from thence to Tanjore the numbers are exceedingly large.

15. The local traffic through these taluqs, Sheally, Mayaveram, Combaconum, and Tanjore, must necessarily be great, as the people are not only numerous but wealthy; the country is well-watered and productive, and there will always be paddy and rice to be exported. In addition to this there are many large temples in the principal towns to which the people flock in great numbers during the periodical festivals; a very large passenger traffic is consequently to be looked for.

16. The total length of line to be constructed by this route will be 94 miles, the northern portion of which can be built at as little cost as route No. I. The southern part, however, will be more expensive, passing as it does across the drainage of the delta which is intersected throughout by numerous branches of the rivers Cauvery and Coleroon and irrigation channels from them. The cost of masonry and bridges will form a most important item in the estimate.

17. Route No. IV. is to leave our sanctioned line at Cuddalore instead of at Punrooty, and will pass nearer the coast than any other to Chedambrum, from whence it will follow the same course as No. III. to Tanjore. By adopting this route, a shorter length of new line will be required than for No. III. and the works would be less expensive, a bridge over the river Guddulum being saved and the country being almost a perfect level. The working of the traffic also would be more economically performed between Cuddalore and Punrooty, as this portion would become a part of the main line instead of being a branch. Against these advantages must be considered the fact

that through traffic will be carried a greater distance than by any other route, 41 miles more than route No. I., 23 than No. II., and 10 more than No. III.

18. In dealing with this subject I have collected my statistics and information for the whole country down to Tanjore, although the Consulting Engineer's letter directs attention only to the river Coleroon, as I have felt there would be a difficulty in making a correct comparison between relative advantages in distances, traffic, etc., on the routes to Tanjore as compared with the direct through route to Trichinopoly.

19. The distances by the various routes and the length of line to be constructed are as follow :—

	Madras to Trichinopoly.	New line required.
By Route, No. I.	205	94
,, ,, No. II.	223	81
,, ,, No. III.	236	94
,, ,, No. IV.	248	87

20. In connection with the subject of through traffic the returns show that the through traffic from Trichinopoly, Madura, and towns on the Southern Extension of the Great Southern of India will amount to at least one-half more than that from Combaconum and towns in that vicinity to Madras, being 909 daily bandies in one case as against 558 in the other. The people of the south also will necessarily be more heavily taxed in respect of carriage of goods than others under the most favourable circumstances, the distances being greater. The extra distances in either case for through traffic would be as follows :—

	Route I.	Route IV.	Extra distance for through traffic.
Madras to Combaconum	259	194	65
Do. to Trichinopoly for the south	205	248	43

That is, the people of Combaconum would be prejudiced as regards through traffic in one case to the extent of 65 miles extra carriage, whilst those of Trichinopoly, Madura, and the south in the other would have 43 extra carriage for the larger quantity of goods.

21. I am not in a position at present to give definite estimates of the cost of the various routes, but from my observation of the country in passing through, I have little hesitation in saying that the construction of route No. I would involve an expenditure of from 10 to 15 per cent. less per mile than our sanctioned line throughout; No. II. will cost the same ; while Nos. III. and IV. would probably exceed the cost of our line to the extent of 10 to 15 per cent. per mile throughout. I am, therefore, of the opinion that the new line for No. I., although of a greater length than No. IV. could be built at the same gross cost ; that it would involve a slight increase of expenditure over No. II., and a saving as compared with No. III.

22. I propose, with reference to the actual survey, that, as soon as some of the members of my staff have completed what is required for the survey, plans, and estimates of the sanctioned line, to run a line and levels along route No. III., pending instructions from Government as to which route should be adopted, as this line is for a part of its length common to two of the others, and a survey of it will be of use in the event of either Nos. II., III. or IV. being selected.

23. With the foregoing remarks, I think that the questions for consideration and on which the views of Government should be solicited are whether route No. I. requiring as it does as little expenditure as any of the others (No. II. excepted) should not be adopted out of consideration for the through traffic from Trichinopoly and the Southern Extension of the Great Southern of India Railway, which is greater than the through traffic that can be expected from elsewhere, but which latter will flow to this line in any case ; whether on the contrary the expense being nearly the same the advantages to be derived from a larger local traffic in the district of Tanjore will not be such as to counterbalance the drawbacks of carrying Trichinopoly through traffic by a circuitous route. In the event of No. I. being rejected, and Nos. II., III. and IV. being alone considered, whether the saving in new line to be built and slight saving in cost of working expenses from Cuddalore to Punrooty are sufficient to counterbalance the inconvenience and cost of carrying the through traffic an extra distance of 12 miles as compared with No. III.

ROUTE No. I.

Memorandum of Population within two miles on both sides of Road No. 8 from Punrooty to Trichinopoly.

Names of the Taluqs.	Number of Population.	Area.	Population per square mile.
Punrooty to boundary, Cuddalore Taluq	16,695	24	696
Tirookohaloor do.	17,997	95	189
Virdrachellum do.	21,740	80	272
Perambaloor do.	34,237	96	356
Musure do.	12,500	38	329
Trichinopoly do.	34,986	48	729

ROUTE No. II.

Memorandum of Population within two miles each side of Road No. 9 from Punrooty to Tanjore.

Names of the Taluqs.	Number of Population.	Area, square miles.	Average per mile.
Cuddalore Taluq...	36,133	80	452
Chedambrum do.	19,894	52	382
Woodiarpoliem do.	11,808	48	246
Combaconum do.	165,985	88	1,886
Tanjore do.	87,892	50	1,758

ROUTE No. III.

Memorandum of Population within two miles on each side of Routes from Punrooty via Chedambrum, Sheally, Combaconum to Tanjore.

Names of the Taluqs.	Number of Population.	Area.	Average per square mile.
From Punrooty to boundary of Cuddalore Taluq	36,133	80	452
Chedambrum Taluq *via* town Chedambrum	48,026	56	858
Sheally Taluq	39,891	52	767
Mayaveram do.	41,909	68	616
Combaconum do.	128,089	68	1,883
Tanjore do.	87,892	50	1,758

ROUTE No. IV.

Memorandum of Population within two miles each side of Road No. 2 from Cuddalore to Tanjore.

Names of the Taluqs.	Number of Population.	Area.	Average of square mile.
Cuddalore Taluq	......	36	452
Chedambrum do.	49,114	64	767
Sheally do.	39,891	52	767
Mayaveram do.	41,909	68	616
Combaconum do.	128,089	68	1,883
Tanjore do.	87,892	50	1,758

Statement showing the Number of Villages, Houses, Population, chief Productions, Export, Import, Number of Bandies in each Village, Route No. 2.

Number of Villages.	Names of Villages.	Number of Houses.	Number of Population.	Number of Bandies in the Villages.	Chief Productions.	Export to—	Import from—
1	Punrooty	1,011	7,008	70	Paddy, gram, cotton, oil seeds, gingelly seeds, green gram, chillies, and coriander.	Madras.—Cotton, indigo, oil seeds, gingelly seeds, and gram; to Chellambrum, oil in dubbers.	Madras.—Bales of longcloths, chintz, iron and other articles, color roots from Negapatam.
2	Kuringipady ...	740	4,625	30	Paddy, indigo, cholum, raggy and manilla seeds.	Madras and Cuddalore.—Annually 300 bandies of indigo. Manilla seeds to Punrooty.	Cuddalore.—Cocoanut and salt. Salem.—Chillies, nut, and green gram.
3	Buvanaghree ...	1,138	7,086	25	Large quantities of paddy, raggy, cholum, indigo and manilla seeds.	Madras and Pondicherry.—Annually 100 bandies of indigo, and about 50 bandies of women's cloth. Combaconum and Chellumburum.—Cloth and manilla seeds.	Combaconum.—Brass vessels, chillies, coriander and tabacco. Salem.—Chillies, oil seeds, gram and garlic.
4	Chedumbrum ...	2,974	15,987	100	Only paddy	Punrooty, Cuddalore and other places.—Paddy in abundance.	Punrooty.—Oil and cloth. Madras.—Longcloth, chintz cotton thread, English articles and iron.
5	Sheally	768	4,086	70	Do.	Tanjore, Negapatam and Ceylon.—Large quantities of paddy and rice.	Cuddalore.—Dholl, gram, chillies, coriander and other articles. Madras.—Bales of longcloth and cotton thread.
6	Mayaveram... ...	4,130	20,295	50	Do.	Tanjore, Negapatam and Ceylon.—Large quantities of paddy and rice.	Cuddalore.—Dholl, gram, chillies, coriander, and other articles. Madras.—Bales of longcloth, etc.
7	Combaconum ...	8,678	43,000	200	Paddy, dye-roots and raggy ...	Madras, Conjeveram, and Cuddalore.—Brass vessels and dye-roots. Negapatam and Ceylon.—Paddy and rice, coriander. Mayaveram and to Chellumburum.—Silk thread, brass vessels, cotton cloths and different grains.	Madras.—English liquor, English articles, bales of longcloth, chintz, silk thread, cotton thread, iron and steel. Trichinopoly.—Different grains, garlic, saffron, oil in dubbers. Punrooty.—Oil in dubbers.

Value of merchandize bought and sold is given at Rupees 3,13,000 per annum.

A contract for the tolls at gates entering the municipal limits has been taken for Rupees 10,000 per annum.

ROUT ≋ No. I.

Statement showing the Number of Villages, Houses, Population, principal Productions, Exports, Imports, and Number of Bandies in each Village.

Number of Villages.	Names of Villages.	Number of Houses.	Population.	Bandies in the Villages.	Principal Productions.	Export to—	Import from—
1	Orundoor	50	410	10	Raggy, gram, cotton, indigo, and tobacco.	Punrooty.—Raggy, gram, cotton, indigo in small quantities, and tobacco.	Maracanum. — Only salt. Punrooty.—Curry stuffs, cloths, etc.
2	Chindanore	210	1,350	25	Raggy, gram, cotton, indigo, tobacco, and manilla seeds.	Madras and Pondicherry.—Gram, manilla seeds, cotton, indigo and other grains.	Madras.—Chintz, cloths, iron and different articles.
3	Vesoroo	80	750	8	Paddy, gram, cholum, manilla seeds, coriander, other grains and tobacco.	Punrooty.—Different grains ...	Maracanum.—Only salt.
4	Cattang Coopum ...	240	2,030	30	Paddy, gram, cholum, manilla seeds, coriander, tobacco. All the above articles in large quantities.	Madras.—Cotton, indigo, gram, manilla seeds, coriander, raggy, gingelly seeds, and other articles.	Madras.—Chintz, cloths, iron and other articles. Maracanum.—Only salt.
5	Carakeeh	70	550	15	Raggy, paddy, manilla seeds, gram, oil seeds, gingelly seeds and cotton.	Punrooty.—Raggy, gingelly seeds, manilla seeds, and oil seeds.	Punrooty.— Cloths, curry stuffs and different articles. Maracanum.—Only salt.
6	Chummodoo	170	1,060	35	Large quantities of manilla seeds, raggy, gingelly seeds, oil seeds, and other grains.	Madras.—Raggy, manilla seeds, oil seeds, gingelly seeds, and other grains.	Madras and Pondicherry.—Cloths, iron, curry stuffs, cloves, cinnamon and other useful articles. Maracanum.—Only salt.
7	Terroonamanelloor ...	168	1,275	40	Rice, raggy, cholum, tobacco, chillies, cotton, dholl, gingelly seeds, oil seeds, and indigo.	Pondicherry.—Indigo, cotton, tobacco, cloths, and other grains. Madras.—Tobacco, cotton, indigo and gingelly seeds, skins, raggy, and paddy. Punrooty.—Cloths, oil, tobacco, cotton, indigo, skins, aggy, paddy, and different grains.	Punrooty.—Cloths and other sundries. Madras.—Iron, steel and other cloths.
8	Senthamungalum ...	491	4,281	35	Paddy, rice, raggy, tobacco, chillies, cotton, indigo, oil seeds, and gingelly seeds.	Pondicherry.—Tobacco, indigo and chillies. Punrooty.—Gingelly seeds and oil. Madras.—Indigo, cotton, and other articles.	Madras.—Different articles and cloths. Maracanum.—Only salt.

Statement showing the Number of Villages, Houses, Population, principal Productions, Exports, Imports, etc.—(Continued.)

Number of Villages.	Names of Villages.	Number of Houses.	Population.	Bandies in the Villages.	Principal Productions.	Export to—	Import from—
9	Paddoor	260	2,386	25	Paddy, raggy, cholum, tobacco, indigo, and cotton.	Madras.—Indigo and cotton. Pondicherry.—Tobacco and gingelly seeds.	Madras.—Cloths, iron, and different articles. Maracanum.—Only salt.
10	Sengcurethee ...	152	1,530	15	Paddy, raggy, cholum, manilla seeds, cotton and indigo in large quantities.	Madras.—Cotton, indigo, manilla seeds and gingelly seeds.	Madras.—Cloths and other articles. Maracanum.—Only salt.
11	Woolandoorpett ...	218	1,858	17	Paddy, raggy, cholum, oil seeds, gingelly seeds, manilla seeds in large quantities, cotton, indigo and tobacco.	Madras.—Cotton, indigo, gingelly seeds and tobacco. Punrooty.—Manilla seeds, cloths, and different grains.	Madras.—Chintz, iron and curry stuffs. Punrooty.—Different articles. Maracanum.—Only salt.
12	Sittamore	28	298	3	Raggy, cholum, and manilla seeds in small quantities.	*Nil*	*Nil.*
13	Assanoor	130	1,165	30	Paddy, raggy, cholum, manilla seeds, cotton, indigo, gingelly seeds, oil seeds and tobacco.	Pondicherry.—Indigo, manilla seeds, and tobacco. Madras.—Indigo, cotton, gingelly seeds and oil seeds.	Madras.—Different articles. Maracanum.—Only salt.
14	Monilum, alias Mongalum.	286	1,885	70	Paddy, raggy, cholum, manilla seeds in large quantities, tobacco, indigo, cotton, gingelly seeds, chillies, coriander, mustard seeds, gram for horses, green gram and dholl.	Madras.—1,000 bandies of tobacco and chillies, manilla seeds, and 500 bandies of raggy and cholum, 30 bandies of cotton, 10 bandies of indigo, 3 indigo manufacturies, 40 bandies of coriander, and a few bandies of different grains. Trichinopoly.—70 bandies of skins and hides to Vanyambody, cloths to Punrooty and Pondicherry, oil to Punrooty and Conjeveram, tobacco and and chillies to Conjeveram in large quantities, fibre to Madras, nearly 1,000 bandies annually.	Madras.—Chintz, cloths, iron, steel, nuts, and curry stuffs, pepper from Salem.

15	Cherrapaukum ...	414	3,047	40	Paddy, rice, cholum, cotton, indigo and other grains.	Madras.—Cotton, cotton seeds, fibre, indigo and chillies, paddy in large quanties to Veridrachellum.	Madras.—Chintz, cloths, iron, steel and different articles. Maracanum.—Only salt.
16	Venganoor	75	484	3	Raggy, cholum, cotton, manilla seeds in small quantities and different grains.	Punrooty.—Manilla seeds and different grains.	Maracanum—Only salt.
17	Dooroovom	300	2,800	30	Large quantities of cholum, gram, green gram, dholl, raggy, gingelly seeds, cotton, paddy, saffron, sugarcane, indigo and tobacco, a large quantity of cotton, carpets or weaving by weavers, four indigo manufacturies in Yariore.	Madras.—Gram, green gram, gingelly seeds, cotton, indigo, saffron, sheep skins, dholl and sugar in large quantities.	Madras.—Chintz, cloths, iron and different articles. Maracanum.—Only salt.
18	Vollaconda	171	1,156	20	Paddy, raggy, cholum, gram, cotton, indigo and tobacco.	Punrooty.—Cotton seeds and different sorts of grains.	Madras.—Cloths and different articles. Maracanum.—Only salt.
19	Parembalore	507	3,189	80	Large quantities of paddy, raggy, cholum, cotton, indigo, gram for horses, tobacco, sugarcane, etc.	Punrooty.—Indigo, cotton, cloths and different articles. Madras.—Sugar, cotton, indigo, gram, gingelly seeds, etc.	Madras.—Chintz, cloths and different articles. Maracanum.—Only salt.
20	Toorumungalum ...	126	1,067	23	Paddy, raggy, gram, oil seeds, gingelly seeds, manilla seeds, cotton and indigo.	Punrooty.—Paddy, raggy, cholum, and different grains.	Madras.—Cloths and different articles. Maracanum.—Only salt.
21	Iyalore	173	1,000	12	Paddy, raggy, cholum, cotton, indigo, manilla seeds, gingelly seeds and other various articles.	Madras.—Indigo, cotton, gingelly seeds and manilla seeds.	Madras.—Cloths and other various articles.
22	Kauray	232	2,054	40	Paddy, raggy, cholum, gram, and different sorts of grains, cotton, indigo, tabacco, sugarcane, garlic and saffron in large quantities.	Trichinopoly.—Country cloth, tobacco, and other grains.	Madras.—Chintz, cloths, iron, steel, and other articles.
23	Poodookurrechee ...	166	1,083	25	Paddy, raggy, cholum, manilla seeds, cotton and other articles.	Punrooty.—Paddy, raggy, cotton, and manilla seeds.	Madras.—Cloths and other articles.
24	Wootathoor	150	945	30	Paddy, raggy, and gram in large quantities.	Trichinopoly.—Paddy and gram.	Madras —Cloths, iron, and different articles. Maracanum.—Only salt.

Statement showing the Number of Villages, Houses, Population, principal Productions, Exports, Imports, and number of, etc.—(Concluded.)

Number of Villages.	Names of Villages.	Number of Houses.	Population.	Bandies in the Villages.	Principal Productions.	Export to—	Import from—
25	Moorcollum Choultry.	95	290	17	Paddy, raggy, cholum, gram, and sugarcane in large quantities.	Sometimes paddy sent from this village to Veridrachellum and other places.	Madras.—Cloths, etc.
26	Samacavarum ...	145	429	20	Paddy, raggy, cholum, and sugarcane.	Madras.—Gram, paddy and cotton to Trichinopoly.	Maracanum.—Only salt.

From Trichinopoly to Madras, *via* Teranamanullore, lace cloths, shoes for natives, garlic, saffron, cigars, cotton, sheep skins, hides, empty soda water bottles, plenty of passengers, women's cloths, cocoanut oil in dubbers in carts.

From Madras to Trichinopoly, English liquors for shops, chintz bales for shops, Europe articles, passengers, silk cotton, silk thread, longcloth, bleached and unbleached mull pieces, globes and lusters, etc.

From Madura to Madras, lace cloths, dholl, green gram, black cumblies, etc., number of passengers passing through on traffic.

(Signed) F. L. DIBBLEE,
Chief Engineer.

From the Collector of South Arcot, to the Consulting Engineer for Railways, dated Cuddalore, 20th October 1871, No. 204.

In reply to your letter of the 3rd August last, No. 204, I have the honour to inform you that I have consulted my Sub-Collector Mr. Sharp, in charge of the three southern taluqs of this district, and have given the question of the extension of the Carnatic Railway to meet the Great Southern India Railway my best consideration and am of opinion that as regards this district the line should pass through, or as near as possible to, Tindevanum, Punrooty, Cuddalore, Chedambrum and Munnargudy to the Coleroon, and so by Mayaveram and Combaconum to the Great Southern of India Railway.

2. Tindevanum is the most important place in the north of the district ; a road from it leads to the large salt station of Merkanam, only about 25 miles off in one direction, while in the other the same road leads through Gingee and Trinomali to the Madras Railway at Samalpatti.

3. Villapuram is an important town, the head-quarters of a Tahsildar, and the nearest point of importance to the Pondicherry territory.

4. Punrooty is a large and populous village, two miles from Trivadi, the head-quarters of a Sub-Magistrate. It is the chief grain market of the centre of the district.

5. Cuddalore proper, that is Old Town, is only three miles from the head-quarters of the district at Munjakupum, and possesses a most excellent site for a terminus on the edge of a back-water, where large cargo boats can lie touching the wharves and discharge or take in goods. It will be a matter for consideration by the engineering staff whether a branch line shall run into Cuddalore and the main line be carried southwards from Punrooty, or whether the line shall go on from Cuddalore southwards. I am inclined to think the former plan will offer fewer engineering difficulties than the latter.

6. The next place of importance, Chedumbrum, is a place of pilgrimage, containing a population of 13,000 people, the Cusbah of a very wealthy taluq almost entirely covered with rice cultivation. About six miles from it on the sea is Porto-Novo, a very rising port, which should be connected with the railway by a good road or tramway. It is on the banks of the Vellaur river, which is navigable for large boats for two or three miles from its mouth, so that it might be connected with the railway by water if the railway crossed the river near enough to it. There are salt pans about 7 miles from Chedambrum.

7. Munnargudy is the head-quarters of a Deputy Tahsildar, and a place of some little importance. The railway would then have to cross the Coleroon, and this it might do on a bridge built on the lower anicut, or it might go straight south from Chedumbrum and cross the river by the existing bridge, as proposed by Mr. Sharp, and so to Mayaveram.

8. A shorter and easier line from Punrooty *via* Virdachellum to Combaconum might be adopted, but I do not think it would pay as well. The Chedambrum Taluq is the place of all others for a railway, because it has no metal for road-making, and is in consequence most difficult to travel through in wet weather, while it is by far the richest taluq of the district.

9. I am inclined to think that it would be good policy for the Company to make a branch line to Porto-Novo, as the facilities for landing and shipping goods are so great there, and it is so close to the Chedambrum Taluq ; nor do I think that they would ever have cause to repent making a line running from Tindevanum via Gingee and Trinomali to meet the Madras line. This would run through an easy country abounding in jungles which might supply firewood for the locomotives, and would be an immense boon to that part of the country. The old iron trade which formerly existed in the Trinomali Taluq would probably revive, and a portion of the district now much neglected and infested with robbers would be greatly benefited, in addition to which the Trinomali festival would be a source of considerable income.

10. I enclose a copy of my Sub-Collector's letter on the subject of the extension of the line.

From the Acting Sub-Collector of South Arcot, to the Collector of South Arcot, dated Ammapett, 7th October 1871, No. 496.

I HAVE the honour to report, with reference to your letter No. 565 of 8th August last, forwarding one from the Acting Consulting Engineer for Railways, and requesting to be informed what, in my opinion, will be the best route for the extension of the Carnatic Railway southwards from Cuddalore to meet the Great Southern of India Railway on the banks of the Coleroon.

2. I have consulted the District Munsif and Tahsildar of Chedambrum and my Sheristadar, and have had an opportunity of meeting one of the Great Southern of India Railway Engineers, who is now inspecting this part of the country with reference to the proposed Northern Extension of that line, and my views are as follow.

3. I presume it may be taken for granted that the Great Southern of India Railway will be extended north-east from Tanjore, or from some station close to it to Chedambrum, and that a coast line from Cuddalore to Negapatam would be out of the question, and the point to be considered is how best to connect Cuddalore and Combaconum.

4. Two routes present themselves for choice, one *via* Chedambrum and Mayavaram, the other *via* Shatiatope.

5. I think the former route should have the preference, though it would be probably more expensive by reason of its greater length, its passing through a richer and more cultivated country, and hence entailing on Government heavier charges for compensation, and through a tract in which the construction would be costlier from the absence of suitable material, it would run through a highly populated and busy region, and would touch at least two important towns, besides running to a great extent near the coast.

6. If this route were adopted, a course following more or less close by the Cuddalore-Negapatam road would probably be the best as far as this district is concerned, and the line could then, as suggested by the Great Southern of India Railway Engineers now working here, cross the Coleroon by means of the present bridge. This is some 20 or 24 feet wide, of which the narrow gauge line now sanctioned could only want some 6 or 9 feet, so that with suitable arrangement for fencing off the railway and for closing the bridge to ordinary traffic on the two or three occasions daily on which trains might cross, the convenience of the road travelling public would be but little interfered with.

7. A point for consideration in connection with this route is whether or not the railway should touch Porto-Novo. The Chedambrum road passes within about $3\frac{1}{2}$ miles of it, and any thorough line which could be planned would involve some breakage of bulk, and the use of bandies in the shipment of goods, as the line could at best be taken only on the west side of the town, and the Custom-house, Merchants' godowns, and wharves of Porto-Novo are all on the east side, and if carts had to be loaded at all, it would matter little whether they went one or two or four miles. Moreover, I doubt if the direct north and south line, which would connect the larger ports, would take much traffic to or from Porto-Novo, which even now draws its goods for export principally from the west.

8. But again, the Vellaur river is navigable with facility from Mootalore (where the present road crosses it) to Porto-Novo, a distance of about three miles the greater part of the year, and one of the advantages of this port is that large boats can be loaded in the river and go out with facility to the vessels in the roadstead over a comparatively smooth bar and surf. It is a topic therefore for consideration whether a good station might not be established at the point where the railway would cross the Vellaur, and whether cargo boats might not be loaded there and discharge their contents on boardship and *vice versa* without any further breakage of bulk. It would then be necessary to make some arrangements about the customs, either by having a branch Custom-house at the Vellaur railway bridge, or by ruling that all cargo boats should stop at the present Custom-house on their way to and from the ships for examination, and the payment of the necessary duty and by establishing a Police boat in the river to prevent evasion.

9. Of course the advisability of connecting Porto-Novo with the direct main line by means of a bullock tramway is another point for consideration, especially when we remember the difficulty of making an ordinary tolerable road in that neighbourhood.

No. 463B. ORDER THEREON, 14th May 1872, No. 1,339A.

RAILWAY, No. 68A.

G. O., No. 910, dated 27th March 1871.

IN reviewing the general direction of the Carnatic Railway between Madras and Cuddalore the Government directed that an examination of the country with the view of selecting the most favourable route for a prolongation of that line to form a junction with the Great Southern of India Railway should be taken in hand on the occurrence of an opportunity, and subsequently communicated the authority of the Government of India to the expenditure requisite for carrying out the investigation.

G. O., No. 2,334, dated 14th September 1871.
,, ,, 2,414, ,, 21st ,, ,,

2. The Consulting Engineer now lays before Government the result of the examinations which have been made, and requests a decision on the general direction of the line in order that further preliminary operations may be expedited.

3. There are four alternative lines discussed in the papers submitted, diverging from Punrooty :—

No. I.—Direct to Trichinopoly with branch to Cuddalore.

No. II.—Direct to Combaconum and Tanjore, with branch as above.

No. III.—To Tanjore, *via* Chellambrum and Combaconum, with branch as above.

No. IV.—To Tanjore, *via* Cuddalore *(Porto-Novo)*, Chellambrum, and Combaconum.

4. The distances between Madras and Trichinopoly and the lengths of new line involved by each route being as follows :—

No. I.—Miles	205	New line,	94
No. II.—Do.	223	Do.,	81
No. III.—Do.	236	Do.,	94
No. IV.—Do.	248	Do.,	87

And there are two questions for consideration, first, as between route No. I. and routes Nos. II., III., and IV., whether (as put by Mr. Dibblee) " route No. I. requiring as it does as little expenditure as any of the others (No. II. excepted) should not be adopted out of consideration for the through traffic from Trichinopoly and the Southern Extension of the Great Southern of India Railway, which is greater than the through traffic that can be expected from elsewhere, but which latter will flow to this line in any case; or whether, on the contrary, the expenditure being nearly the same, the advantages to be derived from a larger local traffic in the district of Tanjore will not be such as to counterbalance the drawbacks of carrying Trichinopoly through traffic by a circuitous route." Or, secondly, No. I. being rejected, and Tanjore not Trichinopoly being selected as the point of junction with the Great Southern of India line from the northward, " whether the saving in new line to be built and slight saving in cost of working expenses from Cuddalore to Punrooty are sufficient to counterbalance the inconvenience and cost of carrying the through traffic an extra distance of 12 miles as compared with No. III.," or 25 miles as compared with No. II.

5. It is unnecessary to rehearse in detail the arguments which have led the Railway authorities and the Consulting Engineer for Railways to throw out in the first instance the direct line to Trichinopoly, No. I.; and, secondly, to decide on No. IV. out of the three lines to Tanjore. Their reasons are stated at length in the papers submitted, and their decision is concurred in by the local Revenue authorities consulted. The only point on which the Government would have desired further information is with reference to the crossing of the Coleroon, which the engineering staff were unable to investigate from press of work in demarcation of land and collection of materials on the Southern Extension. But whether route III. or IV. be selected the same crossing will be common to both those lines, and accordingly the Government assent to the Consulting Engineer's proposal to restrict survey operations to No. IV.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 464. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 9th May 1872, No. 661 G.R :—

I AM directed to request that you will state, for the information of the Government of India, what the practice is on the Railways in the Madras Presidency in regard to the grant of overtime to employés of the Engineering Department, as also to the grant of bonuses for special services rendered by the Engineering Department in the case of accidents on the line.

No. 465. ORDER THEREON, 18th May 1872, No. 1,340.

RAILWAY, No. 69.

COMMUNICATED to the Consulting Engineer for Railways, who will furnish the information called for.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 466. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 10th May 1872, No. 237 :—

I HAVE the honour to submit, for the consideration of Government, a letter* from the Agent and Manager of the Madras Railway regarding the fees

* No. 294, 8th May 1872.

payable to the Consulting Architect to Government for architectural services in connection with the new Madras Terminus of that Railway.

The history of Mr. Chisholm's connection with the building in question is as follows :—

2. In June 1866, when it had been determined to build a new Terminal Station near the People's Park, the Acting Agent and Manager suggested† that a design for the building should be obtained from Mr. Chisholm. In forwarding his suggestion, Mr. Smart proposed "that Mr. Chisholm should be remunerated by a commission of $2\frac{1}{2}$ per cent. upon the cost of the station-house. For this sum he will furnish general and working drawings, quantities, and a specification, and will afford such information in respect of details as may be called for during the construction of the building." I had a long discussion with Mr. Smart on the subject; and, in recommending the Government to accede to the proposal, I mentioned that I had been assured by him that Mr. Chisholm's commission "would not amount to more than Rupees 3,000, and that this sum would not be paid to Mr. Chisholm at once, but by instalments as the buildings progress." In their Order, dated the 27th June 1866, the Government gave their approval to the proposal.

† In letter No. 326, 15th June 1866.

3. In May 1869, the Agent represented to me‡ that by the arrangement made between Mr. Smart and Mr. Chisholm, the latter gentleman was to receive $2\frac{1}{2}$ per cent. upon the amount of his own estimate for the station-house; that this estimate came to Rupees 1,57,000; that the per-centage thereon amounted to Rupees 3,925, being in excess of the sum to which Mr. Smart had assured me it would be limited, by Rupees 925. This application took me by surprise, as I had been distinctly given to understand by Mr. Smart that Mr. Chisholm's claims in the matter were to be limited to the sum of Rupees 3,000. I was most unwilling to recommend any further payment; but after a discussion with the Railway authorities, in which the unexpected amount of the work which had devolved, and which still would devolve, on Mr. Chisholm was a good deal insisted on, I consented to recommend that an additional sum of Rupees 925 be paid to him upon the distinct understanding, so far as I was concerned, that this further payment was to be final, and was to cover every claim, of every nature whatsoever, which could be advanced by Mr. Chisholm for his architectural services in connection with the new terminus. In their Order, dated the 20th May 1869, No. 1,661, the Government sanctioned this additional payment.

‡ In letter No. 239, 5th May 1869, with enclosures.

4. It was with no small surprise that I learnt from the Agent during last month that a further claim for remuneration had been made by the Consulting Architect to Government. I have since had two or three discussions on the subject with the Railway authorities, and yesterday I received from the Agent the letter which I now do myself the honour to lay before Government.

With this letter is enclosed a copy of a letter addressed by the Consulting Architect to the Chief Engineer of the Madras Railway, in which Mr. Chisholm states that he has actually performed the full duties of an Architect in connection with the new terminus; that the fees for such services in India would be at the

rate of 7½ per cent. on the expenditure; that his agreement with Mr. Smart was that he should perform the first half of an Architect's duties for 2½ per cent.; and that he has therefore valued the work in full at 5 per cent. He accordingly estimates his fees as follows:—

		RS.
Estimate for station-building and out-offices	... ...	1,62,500
Do. boundary wall, etc.	... ...	13,700
Do. Passenger shed, brick-work	... ...	38,000
		2,14,200
Fees at 5 per cent.	... ...	10,710

Mr. Chisholm goes on to say that this calculation is made in order that the Chief Engineer may estimate the amount to which he is fairly entitled.

In sending to the Agent the Consulting Architect's letter, the Chief Engineer says that "it is difficult to determine what actual money value should be placed on Mr. Chisholm's services, but it appears to him that it would be a graceful and fair recognition of his exertions if the Company were to present him with Rupees 3,000 in token of its appreciation," etc., etc. Mr. Anderson adds that he "has the less hesitation in making this recommendation, inasmuch as there will be a large surplus available upon the estimated cost of the work."

In enclosing the correspondence, the Agent says that in May 1869 he considered that the payment of Rupees 925 (above referred to) was to be a final payment, so far as Mr. Chisholm was concerned, in the matter of the new terminus; but that since then he has become aware of the time and labour which Mr. Chisholm has devoted to the work, and he accordingly applies "for the sanction of Government to the payment of Rupees 3,000 out of the surplus available upon the estimated cost of the work."

5. After carefully considering the question, and after several conversations on the subject with the Railway authorities, I regret to say that I find myself placed in the painful position of being unable to support the proposal which Mr. Elwin brings forward.

6. In the correspondence now submitted, the terms of Mr. Chisholm's agreement with Mr. Smart, and of which the Government approved, seem to be entirely lost sight of. Mr. Chisholm was "to furnish general and working drawings, quantities, and a specification, and was to afford such information in respect of details as might be called for during the construction of the building." In return for this he was "to be remunerated by a commission of 2½ per cent. upon the cost of the station-house;" which commission, Mr. Smart assured me, would be limited to Rupees 3,000.

Mr. Anderson states that Mr. Chisholm was invited by Mr. Smart only to prepare working and general drawings for the station, and that for these drawings he received Rupees 3,925. Mr. Anderson adds that during the progress of the building, "Mr. Chisholm has devoted much time and considerable professional skill towards perfecting the details of his design." I gather that he is under the impression that when Mr. Chisholm handed in his drawings he had completed his part of the agreement, and that all work done subsequently deserves special extra remuneration.

The Agent also speaks of the "time and labour which Mr. Chisholm has devoted to the works," and says that the Engineer in charge "would have been unable to have perfected the building in all its details without frequent professional counsel and assistance from Mr. Chisholm." I understand it is on these grounds that he supports the Chief Engineer's recommendation.

7. I regret deeply that I find myself obliged to differ altogether from these gentlemen; and having from first to last had full cognizance of the terms of Mr. Chisholm's agreement with the Railway Company, I may speak on the matter with some authority.

When the proposal to employ Mr. Chisholm's services first came forward, the result of a long discussion with Mr. Smart left no doubt whatever on my mind that the words in which he described Mr. Chisholm's part of the agreement were to be accepted in their fullest signification, and that for the stipulated per-centage, subject to a maximum limit of Rupees 3,000, he was to perform the *full duties of an Architect* in connection with the works at the new terminus. Mr. Smart's words are clear as to the construction placed by him on the agreement; and the construction placed on it by me is equally clear from the statement made by me to the effect that "the sum was not to be paid to Mr. Chisholm at once, but by instalments as the buildings progress."

In considering this point, it must be borne in mind that Mr. Chisholm's connection with the Madras Railway Company was not that of an Architect with a private individual. Mr. Chisholm holds the position of Consulting Architect to Government; and the cost of the new Terminal Station, though nominally borne by the Madras Railway Company, is in reality a charge upon the Indian Exchequer. I mention this fact in order that the reasonableness of special terms having been made between Mr. Chisholm and the Madras Railway—different from what would have been made in any agreement between an ordinary Architect and an ordinary private individual—may be apparent. Within the last few years the Government of India have issued orders* in regard to the reception by servants of Government of fees for work in which the Government was partly interested; and if those orders had been issued two years earlier, I could not have ventured to recommend the payment to Mr. Chisholm of a per-centage equal to what he has already received.

* *Vide* G. O., No. 2,678, 21st August 1868.

8. Messrs. Elwin and Anderson both mention, as a reason for recommending the payment to Mr. Chisholm of Rupees 3,000, that the cost of the work will fall far short of the estimate. In my opinion, this argument tells rather in the other direction. The per-centage paid to Mr. Chisholm has been calculated upon the amount of his own estimate—an estimate which events have shown to have been framed far too high; so that in reality he has already received considerably more than, according to Mr. Smart's original proposal, he was entitled to; for it was there stated that he was to be remunerated with a sum equal to $2\frac{1}{2}$ per cent. upon *the cost* of the station-house, not upon its estimate. It would certainly not tend to accuracy in estimating the cost of works if an Architect were to receive a per-centage calculated on his own estimate, and if afterwards the excessive character of the estimate were to be urged as a plea for giving him still further remuneration.

9. I am also obliged to draw notice to the fact that, in calculating his present claim, Mr. Chisholm has placed the boundary wall of the station enclosure, and the brick-work of the passenger shed on the same footing with the architectural work performed by him in connection with the station-house. It is simply impossible to bring these works within the same category. Mr. Chisholm's services were sought for in connection with the station-house alone, and the reasons for applying to him were distinctly stated by Mr. Smart and by myself. The boundary wall and the brick wall of the passenger shed belong to a very different class of work, and I am surprised to find them even alluded to. At all events no claim in connection with them can be supported by me.

10. It is with very great regret that I find myself under the necessity of differing so completely from the Railway authorities and from the Consulting Architect to Government. I willingly endorse every word that has been said by the Agent and the Chief Engineer as to the architectural talent which has been shown by Mr. Chisholm in the design of the new terminus, and as to the painstaking labour which he has devoted to the work; but in the interests of Government I am bound to maintain that in putting forth his best endeavours he did no more than what he had distinctly contracted to do; and I am also bound to state my deliberate opinion that, taking into consideration all the circumstances of the case, Mr. Chisholm has already been most handsomely remunerated.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 294.

With reference to the conversation which I had with you in the presence of the Chief Engineer in April at the new Central Station regarding Mr. Chisholm's fees for architectural services in connection with that building, and to the discussion which took place upon the same subject at the Stores Committee yesterday, I have now the honour to enclose a copy of a letter addressed by Mr. Chisholm to the Chief Engineer on the 2nd of March last, upon the question of his commission.

2. In forwarding Mr. Chisholm's letter to me, Mr. Anderson remarks as follows :—

"Mr. Chisholm, as you are aware, was invited by Mr. Smart to prepare working and general drawings for the new Terminal Station, and for this work he received remuneration to the extent of Rupees 3,925, being at the rate of 2½ per cent. upon the estimated cost of the buildings.

"During the 4½ years that the works have been in progress, Mr. Chisholm has devoted much time and considerable professional skill towards perfecting the details of his design, and he has further supplied plans for the boundary wall and the brick-work of the passenger shed, besides furnishing innumerable designs for matters of detail.

"It is difficult to determine what actual money value should be placed upon such services, but it appears to me that it would be both a graceful and a fair recognition of his exertions if the Company were to present him with Rupees 3,000 in token of its appreciation of the great interest he has taken in, and the valuable aid he has rendered towards, the construction of a very important work.

"I have the less hesitation in making this recommendation, inasmuch as there will be a large surplus available upon the estimated cost of the work."

3. It is quite true as you reminded me the other day that when I wrote my letter No. 239, dated the 5th May 1869, I then considered that the payment of the balance of Rupees 925 would be a final payment so far as Mr. Chisholm was concerned in the matter of the new Central Station.

4. Since that date, however, I have been aware of the time and labour which Mr. Chisholm has devoted to the works at the new terminus, and without wishing in the least to detract from the good services rendered by Mr. Hardinge, I think I am justified in saying that not possessing the qualifications of an Architect he would have been unable to have perfected the building in all its details without frequent professional counsel and assistance from Mr. Chisholm.

5. Under these circumstances, I endorse fully Mr. Beresford Anderson's recommendation, and have the honour to apply for the sanction of Government to the payment to Mr. Chisholm of the sum of Rupees 3,000 out of the surplus available upon the estimated cost of the work.

From the Consulting Architect to Government, to the Chief Engineer, Madras Railway, dated Madras, 2nd March 1872.

Adverting to your office letter No. 40, dated the 11th of July 1870, I have the honour to bring to your notice the question of my fees for architectural services rendered in building the new Central Railway Station.

2. There was a question at the time the above quoted letter was written, concerning the particular amount of work to be performed by me under the agreement, but this question need not now be discussed as I have performed actually *the full duties of an Architect.* The fees for such services in India would be at the rate of 7½ per cent. on the expenditure, but my agreement with Mr. Smart was to perform the first half of an Architect's duties at 2½ per cent ; I have consequently valued the work in full at 5 per cent. Assuming the estimates to have been worked to, my fees would amount to Rupees 10,710 as follows :—

	RS.
Station building and out-offices	1,62,500
Boundary wall, etc.	13,700
Passenger shed, brick-work	38,000
	2,14,200
Fees at 5 per cent	10,710

3. I have merely made out the above statement in order that you, who are better acquainted with the duties I have performed and the interest I have taken in the work than any one else can be, may estimate what amount you conceive I am fairly entitled to, and having done this, I leave the matter entirely in your hands, and waive every thing which I might conceive to be a right.

No. 467. Order thereon, 23rd May 1872, No. 1,341.

RAILWAY, No. 69 A.

It appears to Government that the reasons advanced by Lieutenant-Colonel Shaw-Stewart for rejecting Mr. Chisholm's claim to remuneration in excess of the sum which he has already received are sound and, in fact, unanswerable, and that they would not be justified in sanctioning any further payment to Mr. Chisholm.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 468. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 29th May 1872, No. 1,342.

CIVIL WORKS, No. 21.

SIR,—I am directed by the Right Honourable the Governor in Council to address the Government of India in continuation of Colonel Orr's letter No. 867 of 17th March 1869, relative to the construction of a breakwater at Madras.

2. In his valuable Report on the Harbours of the Madras Presidency, Mr. Robertson states that he has come to the same conclusion with the Committee, whose report accompanied the letter above mentioned and is now re-submitted, in preferring a breakwater to any enclosed harbour, because, 1st, for an equal sum of money it will give much more *deep* water; 2ndly, it will create a considerable length of sufficiently smooth water at the coast line to enable boats to land or to come to jetties, and, 3rdly, vessels can enter and quit more easily from behind a backwater than through the one entrance of a harbour; while an enclosed harbour on so open a coast as that of Madras would admit so great a swell that vessels would be dashed to pieces in entering.

3. Mr. Robertson further agrees with the Committee as to the length of the breakwater; but deprecates splaying of the ends so as to give the greatest amount of shelter with a given length. He is of opinion too that, taking all things into consideration, the depth of water just beyond the seven-fathom line, fixed by the Committee for the site of the work, is the most suitable that could be chosen. He would assimilate the sea-slopes to those of the outer breakwater at Portland; and he proposes to carry out the work within six years after the construction of a pier 1,200 yards long, or out to the site of the work, on which he would run out all the material to be used; and his estimate amounts to Rupees 131,10,000, or almost exactly what the Committee stated as the maximum cost of their proposals, namely, 1⅓ million sterling. Finally, though approving of a breakwater in the abstract, Mr. Robertson states his impression that, before any work can be safely commenced, more information is needed as to the littoral currents and the quantity of sand in motion on the coast.

4. This Government, I am desired to state, have felt the greatest satisfaction in finding so complete a concurrence between Mr. Robertson's general views and the conclusions arrived at by the Local Committee. But they do not concur with the former, either as to the use of a pier carried out to the site of the work, or as to the necessity of any further delay in undertaking it. They consider the latter objection to have been conclusively met by the memorandum of the Officiating Chief Engineer, copy of which is herewith forwarded for your information, and their experience of the existing pier at Madras, which, though only 300 yards long, has been twice broken through by vessels driven from their anchorage, leads them to apprehend that dependence on a staging of four times that length, and exposed to similar danger in much greater proportion, will eventually result in increased expense and delay.

5. I am therefore urgently to request the favourable consideration of the Government of India to their proposal that the work, as planned by the Committee

with sea-slopes and ends as designed by Mr. Robertson, shall be sanctioned for immediate execution from Loan Funds at a probable cost of 1½ million sterling; and that the Government of India will be pleased to allot the sum of Rupees 14,00,000 for expenditure during the current year to provide for the following outlay, namely :—

	RS.
Plant and Tools	1,20,000
Twenty Barges	80,000
Four Steam Tugs	2,00,000
Shipping Pier	4,00,000
Quarry Work	5,00,000
Superintendence	50,000
Contingencies	50,000
	14,00,000

6. The necessity for early action has very lately been enforced upon this Government by the disastrous storm of the 2nd May in which so much life and property were endangered and lost, and they trust that the information formerly laid before the Government of India and now completed will be deemed satisfactory and conclusive enough to ensure such action being provided for in next official year.

No. 469. Read the following Proceedings of the Government of India in the Public Works Department, (Buildings and Roads—Military,) dated Fort William, 4th May 1872, Circular No. 33 :—

Advisability or otherwise of inserting a clause in Contract Bonds giving Government power to stop works when it desires to do so.

Read again :—

Public Works Department Nos. 1,290—1,300 B—M, dated 9th October 1871.

Read also the undermentioned letters :—

From Madras, No. 641, dated 8th March 1872.
,, Bombay, ,, 504 E, ,, 28th October 1871.
,, Bengal, ,, 5,426, ,, 4th November ,,
,, N. W. P., ,, 1,307, ,, 8th April 1872.
,, Punjab, ,, 5,730, ,, 1st December 1871.
,, Oudh, ,, 2,596, ,, 25th January 1872.
,, Central Provinces, No. 104, dated 6th January 1872.
,, British Burmah, ,, 565 A, ,, 31st October 1871.
,, Hyderabad, ,, 292, ,, 23rd ,, ,,
,, Central India, ,, I 2,415, ,, 13th December ,,
,, Rajpootana, ,, 3,424 S, ,, 23rd October ,,

Resolution.—In the month of October last the Governor-General in Council having had before him a case in which certain work given out on contract had to be stopped before completion, His Excellency in Council deemed it advisable to obtain the opinion of the several Local Governments and Administrations as to the advisability, or otherwise, of inserting a clause in all Contract Bonds whereby Government would reserve to itself the right of stopping any work during

progress, payment being made only for the value of materials actually at site and according to schedule rates.

2. The replies to the Circular issued on this subject having now been received, and the general sense of opinion of the authorities consulted being adverse to the proposed measure, His Excellency in Council does not consider it desirable that any addition of the nature contemplated should, for the present, be made to Contract Bonds.

Madras.	Central Provinces.
Bombay.	British Burmah.
Bengal.	Hyderabad.
N. W. Provinces.	Central India.
Punjab.	Rajpootana.
Oudh.	

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Local Governments and Administrations marginally noted, in continuation of Public Works Department Circular Nos. 1,290—1,300 B—M, dated 9th October 1871.

(Signed) J. T. SCOTT,
Asst. Secy. to the Govt. of India.

No. 470. ORDER THEREON, 29th May 1872, No. 1,343.

ESTABLISHMENT, No. 70.

COMMUNICATED to Superintending Engineers in continuation of G. O., No. 2,843, dated 9th November 1871.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 471. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Guaranteed Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 13th May 1872, No. 683 G.R:—

I AM directed to acknowledge the receipt of the Revenue Account of the Carnatic Railway for the second half of 1871, forwarded under cover of your docket No. 1,004, dated the 18th April last.

2. The account has been submitted in the forms originally prescribed, and not in the revised forms circulated with Public Works Department Resolution, Nos. 227—33 A.R., dated the 21st March 1871. I am accordingly directed to request that the revised forms may be strictly adhered to in future.

3. It appears that the amounts shown under "Revenue" in the distribution statement of audited salaries (form No. 15) are made up of items other than the salaries of the supervising staff. It is the intention of the Government of India that the salaries only of such establishments as are subject to apportionment between Capital and Revenue should be shown in this statement. The amounts apportioned to Revenue should therefore correspond with the charges for General superintendence in the abstracts of expenses.

No. 472. ORDER THEREON, 29th May 1872, No. 1,344.

RAILWAY, No. 71.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 1,004, dated 18th April 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 473. Read the following letter from the Secretary to the Government of India, Public Works Department, (Buildings and Roads—Civil Buildings,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 15th May 1872, No. 264 B. C :—

IN reply to your letter No. 895 of 4th ultimo, I am directed to convey the approval of the Governor-General in Council to the revised plans forwarded therewith for the new Telegraph Office at Madras, and to state that the Government of India considers that two additional verandahs might be given with advantage on the outer sides of the wings of the building, if that can be done without unduly raising the cost of the building.

2. The plans received with your letter (three in number) are herewith returned.

No. 474. ORDER THEREON, 29th May 1872, No. 1,345.

TELEGRAPH, No. 3.

COMMUNICATED to the Consulting Architect who will provide for the verandahs suggested by the Government of India in the designs herewith returned if they can be added without materially increasing the cost of the building. He will at the same time submit the necessary detailed drawings with estimates of quantities.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 475. Read the following letter from the Consulting Engineer for Railways, to the Officiating Secretary to Government, Public Works Department, dated Madras, 13th May 1872, No. 238 :—

I HAVE the honour to submit, for the sanction of the Government of India, the accompanying Indent* (in duplicate) on the Board of Directors of the Madras Railway for carbolic acid for the Medical Department and for muriatic and sulphuric acids for the Engineering and Locomotive Departments, the approximate cost being Rupees 267.

* No. 77, dated 9th May 1872.

No. 476. ORDER THEREON, 29th May 1872, No. 1,346.

RAILWAY, No. 72.

ORDERED that the Indent submitted with this letter be forwarded for the sanction of the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 477. (DOCKET No. 1,347, dated 29th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 478. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 9th May 1872, No. 658-G. R. :—

I AM directed to acknowledge the receipt of your letters as per margin relating to the establishment lists of the Madras Railway for first half of 1872 and proposed increases to certain of the servants of the Company.

No. 962, dated 12th April 1872.
,, 980, ,, 15th ,, ,,
,, 1,000, ,, 17th ,, ,,

2. In reply, I am directed to state that the Government of India have found it necessary in many cases lately to order large reductions in view to prevent the establishments of Railways being maintained above their actual requirements, and that some similar steps appear to be necessary in the case of the Madras line.

3. The sanctioned amount for Traffic Establishments seems to require investigation and revision, as it appears from the papers which accompanied your letter No. 962 of the 12th April, that at the time an additional outlay of Rupees 4,400 was sanctioned for this department there was a saving of some thousands of rupees each month out of the existing grant.

4. I am to request that the grounds on which the salary of the Locomotive Accountant was raised from Rupees 300 to Rupees 350 may be explained. I am further to observe that it is not apparent on what grounds the Government of Madras have approved of an increase of £150 a year to the pay of the Assistant Locomotive Superintendent, and have at the same time recommended the appointment of a second Assistant Locomotive Superintendent on £500 a year. The necessity for this requires explanation.

5. As regards Mr. Mellis, the Assistant to the Agent, the Government of India regret to state that the circumstances of the Madras Railway do not justify any increase being allowed to the pay of the appointment at present. The con-

struction work of the line has almost ceased, and there is virtually no work done by the Agency on Capital Account, while at the same time the traffic on the Railway is not increasing. The Government of India will be prepared to re-consider this proposal when it can be shown that the work of the Agency is so enhanced as to justify it.

6. The Engineering Department of this line also appears to require attention. In addition to a Chief Engineer, Deputy Chief Engineer, and an Assistant to Chief Engineer, there are thirteen Engineers and six Engineering Assistants, besides a large staff of subordinates employed on 830 miles of open line and twenty-five under construction. This establishment appears to be excessive, but in lieu of any steps being taken to reduce it, three of the Engineers have been recommended for promotion, apparently without any of their seniors having vacated their posts. The Government of India are of opinion that the establishment of the Engineering staff should be revised and fixed as to each rank, and that promotions should not be made unless to fill vacancies.

7. The establishment of the Stores Department also seems to require attention, as it is not understood why a Comptroller of Store Accounts on a high salary is required in addition to a Storekeeper. It is perhaps possible that one of these officers might be dispensed with, now that construction has virtually ceased, and that the rest of the establishment might be reduced.

8. The reason for the proposed increases in the Agents, Chief Auditors, Chief Accountants, Cashiers and Locomotive Departments* is not understood in the face of the present low state of the capital outlay, and in the absence of increase of traffic. The increases should not be allowed without the previous approval of the Government of India.

* As shown in the list which accompanied your letter No. 980 of the 18th April last.

9. In preparing the lists for the next half-year, (that is, for the half-year ending 31st December 1872,) the existing establishments should be thoroughly investigated in relation to the present and past work, the present and past cost, and any probable increases of work.

10. The establishment of the Great Southern of India Railway should be similarly investigated, and no increase permitted without a reference to this Government.

11. A maximum scale of salaries and the number of employés that are absolutely required in the several classes and departments of both the Madras and Great Southern of India Railways should be proposed for approval. In doing this the pay to be given to the senior officers of the Companies should be fixed more with relation to the actual work to be done than as appears to have been the custom hitherto from personal claims and long service. Care should also be taken that no expenses properly chargeable to Revenue are allowed to be added to the Capital Account of the open lines or of the lines under construction.

12. The establishment lists submitted with your letter No. 980 of the 15th April, should be completed by filling in the detail of the pay of the several employés and classes of employés; the entry of lump sums in lists of this description gives but little idea of the actual cost of establishments.

No. 479. ORDER THEREON, 29th May 1872, No. 1,348.

RAILWAY, No. 73.

COMMUNICATED to the Consulting Engineer for Railways, with reference to the under-mentioned orders :—

G. O., No. 961, dated 12th April 1872.
,, ,, 979, ,, 15th ,, ,,
,, ,, 999, ,, 17th ,, ,,

2. Lieutenant-Colonel Shaw-Stewart will afford detailed information of the savings in the sanctioned amount for the Traffic Establishments of the Madras Railway referred to in paragraph 3, and explain the circumstances under which additional sanctions, amounting to Rupees 4,400, were accorded.

3. It will be observed that the Government of India decline to sanction any increase at present to Mr. Mellis' salary.

4. Proposals should be submitted for revising and fixing the Engineering staff of the Madras Railway, promotions on which establishment will in future be regulated in accordance with the principle laid down in the concluding portion of paragraph 6.

5. The Consulting Engineer will report on the suggestion made in paragraph 7 for dispensing with the services of one of the two controlling officers of the stores department and reducing the subordinate establishment, and, with reference to paragraph 8, he will submit with all needful explanations details of the increase proposed in the case of each of the departments mentioned.

6. In framing the establishment lists for the next half-year the instructions given in paragraphs 9 and 10 should be kept in view, and the Consulting Engineer will now forward, for the approval of the Government of India, the establishment lists called for in paragraph 11.

7. The omission noticed in paragraph 12 should be supplied as early as practicable.

8. The Government of India will be addressed with reference to paragraph 4 upon the receipt of the Consulting Engineer's report on the several points above adverted to.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 480. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras, Public Works Department (Railway), dated Fort William, 11th May 1872, No. 666-G. R. :—

I AM directed to acknowledge the receipt of your docket No. 1,090, dated 29th April 1872, regarding the salaries paid to establishments proposed for the Great Southern of India Railway, and in reply to refer you to the orders passed in Public

Works Department, No. 658 G. R., dated 9th May 1872, and to state that, in the preparation of the Budget Estimate, it is not desirable to include all possible charges and increases of establishment, but that the requirements of this department will be sufficiently met by the submission of an estimate of sanctioned establishment, such sanction being based on actual wants, and to which might be added, if necessary, a reasonable reserve for probable increases.

No. 481. ORDER THEREON, 29th May 1872, No. 1,349.

RAILWAY, No. 74.

COMMUNICATED to the Consulting Engineer for Railways, who will see that future Budget Estimates are prepared on the principle now laid down.

2. The orders referred to by the Government of India were communicated with Proceedings No. 1,348, dated 29th May 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 482. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 1st May 1872, No. 257:—

WITH reference to G. O. No. 1,189 of 28th April 1871, I have the honour to forward, for the sanction of Government, the accompanying comparative statement in connection with the permanent removal of a large patch of prickly-pear near the Native Infantry and Cavalry Lines at Bellary.

2. In the G. O., above quoted, Government were pleased to allot the sum of Rupees 2,500 for expenditure during 1871-72. This sum has been expended, and I therefore request that the whole of the balance (Rupees 7,830), or at least Rupees 5,000 of it may be allotted for this year so that the work may be continued.

3. It will be observed that the rate per square yard for cutting, grubbing, burning, or burying has been ascertained, upon data, to be one and a half annas.

4. The necessity for the work is explained in very urgent terms in the letters from the Collector and Military authorities, which are printed at the head of the Government Order under reply, and the work is in progress on the urgent request of the Medical Officers.

No. 483. ORDER THEREON, 29th May 1872, No. 1,350.

MILITARY WORKS, No. 20.

THE Government sanction the more reliable estimate of Rupees 10,330 submitted by the Superintending Engineer

of the 3rd Division for the removal of the prickly-pear near the Native Infantry and Cavalry Lines at Bellary.

2. After providing for incomplete works only Rupees 2,000 are available from the Reserve under Military for the work in question, and that amount is placed at the Superintending Engineer's disposal.

3. It is observed that the full sum of Rupees 2,500, allotted in Proceedings No. 1,189, dated 28th April 1871, has been expended.

4. The land operated upon being out of Municipal and almost all out of Military limits the Collector will adopt effective measures for preventing future growth of prickly-pear on the ground now being cleared at so heavy a cost.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 484. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th May 1872, No. 240:—

WITH reference to letters from the Government of India, No. 1,245-R.,* dated 26th October 1868, and No. 1,605-R.,† dated 22nd September 1870, paragraph 3, I have the honour to forward an Abstract Register of lands taken up for the Madras, Great Southern of India, and Carnatic Railways, to the 31st December 1871.

* G. O., No. 3,860, of 11th December 1868.
† Do. ,, 2,435, of 8th October 1870.

Abstract Register of Lands taken up for Railways up to the half-year ending 31st December 1871.

Line of Railway.	Length of Railway.		Area.	Net amount paid as Compensation after deducting realizations from sales.	Annual remission of Revenue on A, B, and D Lands.	A. Lands.		B. Lands.		D. Lands.		Total of A, B, and D, Lands.		C Lands.		Annual Rent payable by Railway Company for C Lands.
						Area.	Net amount of Compensation.	Area.	Net amount of Compensation.	Area.	Net amount of Compensation.	Area.	Net amount of Compensation.	Area.	Net amount of Compensation.	
	M.	C.	Acres.	Rs. A. P.	Rs. A. P.	Acres.	Rs. A. P.	Acres.	Rs. A. P.	Acres.	Rs. A. P.	Acres.	Rs. A. P.	Acres.	Rs. A. P.	Rs. A. P.
South-West Line.	431	20	9,219·41	7,90,375 13 7	15,034 5 6	5,985·02	7,14,982 1 0	2,665·90	55,437 2 7	51·16	1,617 15 11	8,702·08	7,72,037 3 6	517·33	18,338 10 1	1,308 1 9
North-West Line.	340	0	7,908·59	1,33,905 12 1	11,950 3 9	5,595·53	1,16,616 2 4	2,069·17	11,873 8 1	19·29	106 4 8	7,683·99	1,28,595 15 1	224·60	5,309 13 0	420 10 9
Bangalore Branch	84	40	2,716·31	32,525 1 3	2,364 12 7	1,675·14	14,348 15 5	812·43	7,558 12 8	22·46	1,065 10 5	2,510·03	22,973 6 6	206·28	9,551 10 9	344 13 0
Total for Madras Railway...	855	60	19,844·31	9,56,806 10 11	29,349 5 10	13,255·69	8,45,947 2 9	5,547·50	74,869 7 4	92·91	2,789 15 0	18,896·10	9,23,606 9 1	948·21	33,200 1 10	2,073 9 6
Great Southern of India Railway.	168	0	4,178·14	6,21,268 9 3	10,400 12 9	2,925·97	4,15,304 7 2	993·55	1,94,917 0 5	31·79	3,677 4 1	3,951·31	6,13,898 11 8	226·83	7,369 13 7	1,528 7 11
Carnatic Railway	18	60	33·40	306 12 2	9 0 11	33·40	306 12 2	...	......	...	...	33·40	306 12 2	...	......	...
Grand Total...	1,042	40	24,055·85	15,78,382 0 4	39,759 3 6	16,215·06	12,61,558 6 1	6,541·05	2,69,786 7 9	124·70	6,467 3 1	22,880·81	15,37,812 0 11	1,175·04	40,569 15 5	3,602 1 5

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

Madras,
15th May 1872.

No. 485. ORDER THEREON, 30th May 1872, No. 1,351.

RAILWAY, No. 75.

ORDERED that the Register submitted with this letter be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 486. (DOCKET No. 1,352, dated 30th May 1872.)

COPY of the above forwarded to the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 487. Read the following endorsement of the Superintending Engineer, 8th Division, dated Madura, 9th May 1872, No. 550 :—

From Serjeant J. B. SANDERSON, Supervisor in charge of Operations at Paumben, to the Superintending Engineer, 8th Division, dated Paumben, 4th May 1872, No. 12.

IN reference to your memorandum No. 415, 30th April 1872, regarding my failure at the Tamil examination on the 8th ultimo, although I for over a twelve month have striven my best to attain to the required standard, I fear much that while at Paumben I will do no better for several reasons :—

1st. The absence of a qualified Moonshee; 2nd, my own inaptitude for this particular study; 3rd, the very small amount of Tamil required on my work, being principally confined to the channel, in which I am never at a loss to make myself understood; there are no Tamil yadusts whatever in this office; thus it will be seen my works give but a very limited practice in Tamil. Under these circumstances, and having already experienced much indulgence at your hands as regards time, I beg you will kindly use your interest to have me transferred to a cheaper station in your division, as the stoppage of pay would press very heavy upon me in Paumben. Hitherto, with the strictest economy, I have been only able to keep clear of difficulties without doing anything for the education of my children, or future provision for my family, and it is now an imperative duty upon me to have the education of my two eldest children (girl and boy, aged eight and six years respectively) commenced at once, for which purpose I will have to send them to Madras, there being no school at Paumben. This I would be quite unable to do with reduced pay while stationed here. I trust, under these circumstances, my request may meet with your kind consideration.

SUBMITTED for the favourable consideration of Government.

2. Serjeant Sanderson is doing work of a nature and in a locality where it will be extremely difficult for the undersigned to find a substitute for the Serjeant.

3. Taking into consideration the fact of there being no qualified Moonshee at Paumben, the undersigned trusts that Serjeant Sanderson may be excused from passing in Tamil, the more especially as the Supervisor's conduct is remarkably satisfactory and deserving of consideration.

(Signed) R. A. ROBERTS, Lieut.-Colonel, R. E.,
Superintending Engineer, 8th Division.

No. 488. ORDER THEREON, 30th May 1872, No. 1,353.

ESTABLISHMENT, No. 50.

THE Government resolve, as a special case, to exempt Serjeant Sanderson from passing the prescribed examination in Tamil at present. But as his efficiency in the department will doubtless be much impaired by his ignorance of any native language, he will be informed that his future promotion must depend upon his qualifying for the same in this as well as in any other particular.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 489. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Account—Irrigation,) to the Secretary to the Government of Madras, Public Works Department, (Irrigation Branch,) dated Fort William, 7th May 1872, No. 147 A. I:—

IN reply to your letter No. 1,013 of the 18th ultimo, I am directed to state that, in the opinion of the Government of India, the proposed expenditure of Rupees 1,200 on account of a boat for the Executive Engineer in charge of the Western Delta Range, Kistna District, may properly be met from the ordinary grant.

No. 490. ORDER THEREON, 30th May 1872, No. 1,354.

IRRIGATION, No. 16.

As the Government of India decline to allow the cost of the boat for the use of the Executive Engineer in charge of the Western Delta Range being charged against the Extraordinary grant, and funds from the ordinary grant under "Tools and Plant" are not available, the construction of the boat must be deferred.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

Read the following letters :—

No. 491. From the Superintending Engineer, 8th Division, to the Secretary to Government, Public Works Department, dated Madura, 30th January 1872, No. 4,195.

In obedience to the instructions contained in paragraph 3 of G. O. dated 20th September 1871, No. 2,401, directing me to report specially on the alleged misconduct of Supervisor Vyapoory Pillay, I have now the honour to submit the result of the inquiry made by Mr. Sub-Engineer McNair under the orders of Executive Engineer Mr. G. S. Sage, together with the further investigations made by me into the same subject.

2. Attached to this letter is a list of all the papers now forwarded, and while regretting their great number, I have no alternative but to forward them in view to the proper understanding by the Government of this most unsatisfactory and tortuous case.

3. In paragraph 5 of my letter printed with the G. O. quoted, I have given the opinion I have formed in regard to the Supervisor, and I feel satisfied that a perusal of the accompanying papers will convince the Government that Supervisor Vyapoory Pillay has proved himself not only unfit for the position of Range Officer, but utterly untrustworthy in every way, and that on this account he is no longer deserving of being retained in the service of Government.

4. As I have, in the investigation made by me, given at sufficient length my opinion (see my report, enclosure No. 81) in regard to each of the charges produced against Supervisor Vyapoory Pillay, there remains but little for me to add here.

5. I have already, in my letter quoted in paragraph 3, reported that the money of Government was being diverted from its allotted channels, and that the roads and tanks and irrigation works generally in the late 4th Range, already much deteriorated, were falling into rapid decay. Mr. Sage has, in frequent instances, since assuming charge of the range, corroborated this statement; and I need only allude here to the state of the cotton road and the high road from Madura to Tinnevelly as being marked instances of the reprehensible neglect and mismanagement—to call his conduct by its least unpleasant names—evinced in this respect by the Supervisor; while the work that has been executed and paid for by him to the Vellaticolum Cutcherry and Jail, and for the buttresses of the Sattoor bridge, clearly, to my mind, indicates fraud on the Supervisor's part.

6. The cotton road on which a maintenance allowance of Rupees 400 per mile, for the first five miles from Tuticorin, has for many years been allotted, was in excellent order when Vyapoory Pillay assumed charge of the range. Although the same allotment has been continued during his charge of the range, the road over these miles has deteriorated to such an extent as to call for the public censure, on a recent occasion, of the Local Fund Board, and has necessitated the preparation of a supplemental and emergent estimate of Rupees 4,000 to put this portion of the road into its former state of repair.

7. In like manner, with regard to the Trunk Road No. 2, a supplemental estimate of Rupees 2,000 has just been received from the Range Officer for

sanction for the repairs urgently required thereto, which if the maintenance allotment of Rupees 200 per mile had been *bona fide* expended on the road, as charged for, it most assuredly would not have needed.

8. It would appear moreover that the conduct of the Supervisor has been so notorious in the range that through fear, and in order to keep things quiet, he has been compelled to submit, as Range Officer, to considerable irregularities and even indignities from his office subordinates.

9. To this circumstance may be attributed the conduct of the Head Accountant, Nullasivum Pillay, and the 3rd Accountant, Lalah Meah, who have behaved in an unbecoming manner towards their immediate superior, have neglected their duties, and have attended the office when they pleased, and performed only as much work as they pleased. Highly improper as was such conduct on their parts, the Supervisor has never reported it, and appears to have been afraid to do so.

10. The Head Accountant has aided and abetted the Supervisor in altering and twice re-binding the cash book, and he (as well as the Supervisor) has concealed the fact from the Superintending Engineer and the Controller's Manager. The 3rd Accountant has, with the help of his brother Sundoo Meah, forwarded anonymous or pseudonymous petitions against his immediate superior, and has also instigated others to do so. I may mention here that the Head Accountant has now been transferred by me to the Southern Range, Tinnevelly.

11. It is now with extreme reluctance that I touch upon a matter which I consider it my duty to bring to the prominent notice of Government. I refer to the highly unsatisfactory report submitted by Mr. Sage, as the result of the investigations conducted under his orders in this case.

12. Far be it from me to attribute motives, or to rely on reports (Nos. 76 to 78); but judging entirely from the facts of the case, I submit that it is simply impossible for me to understand how Mr. Sage can have arrived at the favourable opinion in regard to the Supervisor, as reported in his letters, Nos. 165 and 216, dated 30th November and 27th December 1871, respectively, (Nos. 50 and 69 on the list).

13. The manner in which the preliminary inquiry into the charges against the Supervisor was conducted by Mr. Sage, namely, his not attempting to obtain the evidence of the witnesses in a calm, dignified, and dispassionate manner, has resulted in a palpable failure in regard to the whole truth being elicited. That this is clearly proved, I would refer you to the statements of Head Accountant Nullasivum Pillay (H. and No. 71), of Taluq Overseer's Writer Venkatachellum Iyengar (G. and No. 72), the Superintending Engineer's letters to Mr. Sage (Nos. 73 and 80), Mr. Sage's reply (No. 74), regarding these statements and my marginal remarks thereon.

14. When I delegated Mr. McNair to the conduct of the investigation under Mr. Sage's orders, I did so not only because it appeared to me that it would be unbecoming to ignore, in the investigation in question, a Range Officer of Mr. Sage's length of service and experience, but also because I thought, and I had a right to expect, that Mr. Sage would have given me, and through me the Government, the benefit of his calm and unprejudiced assistance in such an investigation. The

result has indeed been truly unfortunate, and I feel confident, judging from Mr. McNair's patient and thorough manner of taking evidence, that had he been left to conduct the inquiry independent of Mr. Sage's arrangements* and supervision, the facts that would have been elicited—but which it is now too late to elicit—would have been of a still more disparaging nature to the Supervisor than what has been actually the case, and indeed would probably have been such as would have ensured beyond all doubt a Magisterial conviction being obtained against the Supervisor, at least for the frauds which, as I have already said, are to my mind clearly proved in the cases of the buttresses to Sattoor bridge and the buildings at Vellaticolum.

* NOTE.—Supervisor Vyapoory Pillay's deposition (Enclosure No. 36) was dictated by Mr. Sage.

15. As it is, I myself feel quite satisfied that a conviction can be obtained in the two instances named against the Supervisor; but with the papers before them, the Government will be able to form their own opinion on this point.

16. It will be understood therefore that I am far from sharing Mr. Sage's expressed opinion in regard to Supervisor Vyapoory Pillay, and after the severe punishment that has recently been meted out by the Government to members of the late 3rd Range, Tinnevelly, for similar frauds, mismanagement, and irregularities, it would be, as it appears to me, inconsistent and indeed monstrously unfair were no notice, as Mr. Sage suggests, to be taken of the Supervisor's grave misconduct—to call it by its least harsh name—in allowing the late No. 4 Range, Tinnevelly, to sink into such a deplorable state of neglect as to be the scandal of the Public Works Department. And I feel confident therefore that the Government will assert their authority in this case, and make such an example as will prove their determination to put an end to the exhibition in future of such departmental laches as those under notice.

No. 492. From the same officer, dated Madura, 5th February 1872, No. 4,332.

1 Original letter.

* No. 293, dated 31st January 1872.

In reference to my letter No. 4,195, dated 30th ultimo, forwarding my report on Supervisor Vyapoory Pillay's case, I have the honour to state that I have this day received the accompanying original letter* from Executive Engineer Mr. Sage, in charge Northern Range, Tinnevelly, and I forward it with a view to its being appended to the enclosures of my letter above quoted.

No. 493. From the same officer, dated on Circuit Virdooputty, 19th February 1872, No. 4,534.

1 Petition.
1 Service Register.

At the request contained in the accompanying petition from Supervisor Vyapoory Pillay, dated the 13th instant, I have the honour herewith to submit a copy of his service register as found recorded in the books in the office.

2. Having already fully reported upon Vyapoory Pillay's case in my letter to Government, No. 4,195, dated 30th January 1872, I have nothing further to add thereto, and it remains for the Government to dispose of the same according to its merits.

3. I cannot however refrain from remarking on the present occasion that Vyapoory Pillay proved himself indeed an excellent public servant, as testified by the several officers under whom he served, so long as his services were confined to office duties; but that when promoted to the executive branch, and placed in a position (as Supervisor in charge of a range) where it was within his competency to help himself to Government funds, he has not scrupled to take advantage of that position to do so, and to benefit himself in such a manner and with such unscrupulousness as I believe few Supervisors have ever attempted before.

4. It is quite possible, that as stated in paragraph 7 of his letter, nearly every one who has given evidence against him has applied for 'hush money;' but it is still more probable that many of those who have not given evidence against him have been bought off by him. This indeed is currently reported. And although he may affect to rail at the "dishonest customs and corrupt practices of the generality of the natives in this division," I think it would be difficult to find even among a money-loaning race, such as the Hindoo proverbially are, a man in whom the curse of greed—the *rem quocunqve modo rem* is more thoroughly ingrained—Vyapoory Pillay presents to me the attributes peculiar to all misers. The yearning to clutch money at all hazards, money which he has not the heart to spend, and which he is afraid to show, so that while wearing to outward appearance the air of a poor man, he can revel in secret over his ill-gained hoards, such men, however interesting to the students of human nature, are clearly unsuited for situations of trust under a Government who expect, and have a right to claim, common honesty and integrity of purpose from those individuals whom they may be pleased to select for positions such as that in which the Pillay was placed.

No. 494. From the same officer, dated Madura, 15th April 1872, No. 182.

In reference to G. O. of the 22nd March 1872, No. 200, I have the honour to forward herewith a letter No. 26, dated the 8th instant, from the Acting Head Assistant Magistrate of the Tinnevelly District, furnishing the accompanying copy of register of preliminary inquiry held before him in regard to the alleged misconduct of Supervisor Vyapoory Pillay.

Letter from the Acting Head Assistant Magistrate, Tinnevelly, with one Enclosure.

No. 495. Order thereon, 31st May 1872, No. 1,355.

ESTABLISHMENT, No. 51.

In paragraph 5 of his letter No. 1,688, dated 15th August 1871, the Superintending Engineer of the 8th Division brought to notice the utterly untrustworthy character and unfitness for the

management of his range of Supervisor Vyapoory Pillay, and reported that the roads, tanks, and irrigation works generally in the 4th Range of the Tinnevelly District, of which the Supervisor held charge, had much deteriorated, and were falling into rapid decay, and that Government money was being diverted from its allotted channels. Orders were accordingly issued for the submission of a special report in support of these allegations.

Paragraph 3 of G. O., No. 2,401, dated 20th September 1871.

2. In compliance with these instructions, the Superintending Engineer has instituted a lengthy and laborious inquiry into the misconduct of the Supervisor, and with the first of his letters* above recorded he forwards the result for the consideration and orders of Government.

* No. 4,195, dated 30th January 1872.

3. The specific charges—twenty-seven in number—which have been preferred against the Supervisor, are succinctly stated in enclosure No. 40 to the Superintending Engineer's letter, and comprise the levying of a percentage from contractors on the amounts of contracts, mis-appropriation of Government property and funds, falsification of accounts, neglect of duty, mismanagement of the affairs of the range, and general dishonesty. Vyapoory Pillay's depositions* are also submitted, together with the report† of Mr. Sub-Engineer McNair who conducted the inquiry, under the orders of the Executive Engineer Mr. Sage, and the review‡ of the Superintending Engineer containing seriatim remarks on the several accusations.

* Enclosure No. 36.
† Enclosure No. 51.
‡ Enclosure No. 81.

4. Lieutenant-Colonel Roberts points out* that owing to the irregular manner in which the depositions of witnesses were taken down by Mr. Sage, much information of a damaging character to the Supervisor, which would otherwise have been elicited, has been suppressed, and he states that had Mr. McNair been left to conduct the investigation independently of Mr. Sage's arrangements and supervision the result would have been more satisfactory, and would probably have been such as would ensure a Magisterial conviction being obtained for the frauds in connection with the buttresses† to the Sattoor bridge and the buildings‡ at Vellaticolum. Lieutenant-Colonel Roberts expresses his entire dissent from the favourable view of the Supervisor's case entertained by Mr. Sage, and he forwards three petitions§ suggestive of the motives which actuated Mr. Sage in forming his opinion.

* Letter No. 4,195, dated 30th January 1872.
† Charge No. 2.
‡ ,, ,, 8.
§ Enclosures Nos. 76, 77, and 78.

5. Although the evidence elicited on the charges brought forward by the Superintending Engineer against Supervisor Vyapoory Pillay is not so conclusive as it might apparently have been made, and the judicial inquiry into charges Nos. 1 and 13 did not result in his committal for trial for want of sufficient evidence, the Government cannot but take severe notice of his undoubted irregularities and neglect, and resolve that he shall be degraded to the bottom of the list

of Supervisors, below Mr. Supervisor Crowe, and transferred to do duty in the 7th Division in charge of the Cundapore Range of South Canara, which he will proceed to join without delay.

6. It is a matter of regret that Mr. Sub-Engineer McNair was not left to conduct the investigations entirely unfettered, or that the Executive Engineer Mr. Sage did not require all evidence taken down to be recorded in the form that is usual, which would have prevented any after denial on the part of witnesses.

7. The petitions against Mr. Sage are unauthenticated, and it was therefore injudicious to bring them on the records of the Superintending Engineer's Office or to attach to them the significance which the Superintending Engineer has done by laying them before the Government.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 496. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 11th May 1872, No. 375 :—

I HAVE the honour to refer, for the orders of Government, the accompanying appeal from P. S. Poonoosawmy Pillay, Local Fund Overseer in this district.

1 Original appeal from Local Fund Overseer Poonasawmy Pillay.

2. The case is briefly this. In 1868 Poonoosawmy Pillay, who had studied in the Mysore Government Engineering School, obtained a certificate for the grade of Assistant Overseer, which grade is supposed to be equivalent to that of an Overseer who passes the Bengal Department Public Works test in the Madras Civil Engineering College.

3. In virtue of having obtained the certificate from the Mysore school, he claims exemption from having to pass the *full* test for Taluq Overseer's certificate according to the Madras standard, while the Principal of the College maintains that this cannot be allowed. This I gather from his letter (marked B.) in which all the subjects a person has to pass in before he can obtain a certificate for Taluq Overseer are noted.

4. This question, in my opinion, seems to hinge upon whether the Mysore Engineering School is an institution recognized by the Madras Government, or, in other words, whether it is an affiliated institution with the College at Madras.

5. I certainly do not recognize certificates produced by persons who have passed out from the Mysore school, but as a case for decision has turned up, I hope to have an authoritative ruling for future guidance.

No. 497. ORDER THEREON, 31st May 1872, No. 1,356.

ESTABLISHMENT, No. 52.

THE Superintending Engineer of the 3rd Division will be informed that Poonoosawmy Pillay cannot be appointed as a Taluq Overseer until he passes the full test for that grade, under the conditions laid down by the Principal of the Civil Engineering College.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 498. Read the following letter from the Officiating Secretary to the Chief Commissioner of Mysore, to the Secretary to Government, Public Works Department, Fort St. George, dated Nundidroog, 11th May 1872, No. 655-2 :—

REFERRING to your letter No. 710 of the 13th March 1872, enclosing certain correspondence in which the Madras Railway authorities bring to notice the inadequacy of punishments by officers of the Mysore Magistracy in certain cases of Railway trespass, I have the honour, by direction of the Chief Commissioner, to state, for the information of His Excellency the Governor in Council, that the only one of the cases therein mentioned, which occurred in this Province, was tried by the Sub-Magistrate of Maloor under Section 18 of the Railway Act, the provisions of which were applicable to the offence; but, under the aggravated circumstances of the case, the Sub-Magistrate should certainly have imposed a heavier fine than Rupees 10, and in default of payment thereof should have committed the prisoner—who is represented to be a horsekeeper in poor circumstances—to prison with hard labour for two months, agreeably to Section 34 of the said Act, whereas the man paid the fine after three days' detention.

2. I am to add that instructions have been issued to the Magistracy, impressing upon them the necessity of dealing severely, in future, with all violations of the Railway Act that may be brought to their notice.

No. 499. ORDER THEREON, 31st May 1872, No. 1,357.

RAILWAY, No. 76.

COMMUNICATED to the Consulting Engineer for Railways, with reference to his endorsement dated 7th February 1872, No. 66, and to the Judicial Department, with reference to the memorandum from that department dated 26th February 1872, No. 63.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 500. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Account—Irrigation,) to the Secretary to the Government of Madras, Public Works Department, (Irrigation Branch,) dated Fort William, 15th May 1872, No. 159 A. I :—

I am directed to acknowledge receipt of your letter, No. 570, dated 25th March 1872, and in reply to state that the Governor-General in Council cannot agree to the proposal therein made that the income derived from the delta canals in the Godavery and Kistna Districts should be made available for the repairs of the towing paths of the work. The funds for this purpose must either be provided for out of the ordinary grant for Agricultural Works or be met by a transfer from whatever fund received the grant for the purpose heretofore made under Communications. It is left to the Government of Madras to decide which course should be followed; but if the charge is classed as Agricultural, a corresponding reduction, based on the average annual outlay debited to Imperial funds for the five years ending in 1870-71, will probably be necessary from the Imperial grant assigned to Madras, for Provincial Services. But on this point further orders will be issued on receipt of an intimation of the decision of the Government of Madras, which should be accompanied by a statement showing the particulars of the outlay for the period referred to.

2. I am to add that, from whatever source the funds for the repairs may be provided, the charge will have to be shown in the Revenue Account of the canals concerned as a portion of its working expenses.

No. 501. Order thereon, 31st May 1872, No. 1,358.

ACCOUNT, No. 45.

Communicated to the Superintending Engineers of the 1st and 2nd Divisions, and to the Controller of Public Works Accounts, with reference to G. O., No. 837, dated 25th March 1872.

2. The expenditure heretofore incurred on the repair of the towing paths of the delta canals in the Godavery and Kistna Districts was, it is observed, charged directly against the grant for "Communications," and no separate fund was credited with the allotments made for the purpose, as the Government of India apparently suppose. It will be necessary therefore, under these orders, to provide for future repairs from the ordinary agricultural grant assigned to the Presidency.

3. The Superintending Engineers of the 1st and 2nd Divisions will now report the specific sums which will be required during the current year, and submit statements of the average annual outlay debited to Imperial funds for the five years ending in 1870-71.

4. The attention of the Controller is directed to the instructions given in paragraph 2.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 502. Read the following Circular from the Assistant Secretary to the Government of India, Public Works Department, (Buildings and Roads —Military,) to the Secretaries to the Governments of Madras, Bombay, Bengal, the North-Western Provinces, and the Punjab, in the Public Works Department; the Chief Commissioners of Oudh, the Central Provinces, and British Burmah; the Resident at Hyderabad; the Governor-General's Agents for Central India and Rajpootana, and the Superintendent of Port Blair and the Nicobars, dated Fort William, 18th April 1872, No. 29 :—

I AM directed to forward for future guidance two plans of accoutrement pegs and shelves that have been approved by His Excellency the Commander-in-Chief and the Military Department as standards in supersession of the plans which accompanied Public Works Department Circulars No. 32 of 1861 and No. 70 of 1863. Both plans have been tried and found to answer very well, and the adoption of either of them is authorized.

No. 503. ORDER THEREON, 31st May 1872, No. 1,359.

MILITARY WORKS, No. 21.

COMMUNICATED to the Military Department and to Superintending Engineers in continuation of G. O., No. 434, dated 12th February 1864.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 504. Read the following letter from the Acting Inspector-General of Police, to the Officiating Secretary to Government, Public Works Department, dated Madras, 17th May 1872, No. 1,743 :—

I HAVE the honour to request the sanction of Government for payment to one Buddin Sahib, a Revenue Peon of Jammalamadoogoo, of Rupees 6 as compensation for a hut in the Police Lines there.

2. The Superintendent of Police, Cuddapah, reports that the hut in question forms a part of the lines at Jammalamadoogoo, and was originally the property of the above individual. Being on the site appropriated for the lines it was taken over by this department, but by an oversight compensation was not paid.

3. Funds are available from the Budget grant for New Works of Cuddapah for 1872-73.

No. 505. ORDER THEREON, 31st May 1872, No. 1,360.

CIVIL WORKS, No. 22.

SANCTIONED.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 506. Read the following paper :—

No. 245.

Application from the Agent and Manager of the Madras Railway Company, requesting the sanction of Government to the following estimate :—

Estimate of the cost of alterations and additions to the permanent way at the New Central Station ...... Rs. 10,424

2. In forwarding the estimate the Agent has sent the following explanation:—

"Mr. Church proposes four improvements which are shown in yellow on the plan, namely, (1) lengthening one of the main line sidings; (2) additional blind siding near horse platform; (3) extra cross-over road; (4) two Dunn's traversers.

"The siding on the east side of the station requires to be lengthened and connected by a cross-over road with the second line, as shown on the plan in yellow, to admit of the engine of a train coming into the station to get in rear of the carriages for purposes of shunting.

"The traversers at the end of, and between, the platforms are a substitute for points and crossings, and are required to move carriages from one line of rails to the other at the minimum of labour.

"The lay-bye on the west side of the station is required for standing spare horse-boxes and carriage trucks."

3. I recommend that the estimate be submitted for the sanction of the Government of India.

4. Funds are available from item 1, "Madras Central Station," in Schedule A. of the Budget estimate for 1872-73.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

Madras,
16*th May* 1872.

No. 507. Order thereon, 31st May 1872, No. 1,361.

RAILWAY, No. 77.

Ordered that the estimate submitted with this application be forwarded for the sanction of the Government of India.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 508. From the Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, P.W.D., dated 31st May 1872, No. 1,362.

RAILWAY, No. 78.

Sir,—I am directed to forward the accompanying estimate, amounting to Rupees 10,424, for certain alterations and

additions to the permanent way at the New Central Station, and to request that, under the explanation afforded by the Consulting Engineer in his letter herewith submitted, the outlay may be sanctioned from the source indicated by that officer.

No. 509. Read the following letter from the Secretary to the Government of India, Public Works Department, (Account—Irrigation,) to the Secretary to the Government of Madras, Public Works Department, (Irrigation Branch,) dated Fort William, 15th May 1872, No. 158-A. I:—

I AM directed to acknowledge receipt of your memorandum No. 936, dated 9th April 1872, submitting proposals for the appropriation of the sum of Rupees 3,25,000, being the extra grant given by the Government of India in Budget orders of 1872-73 for ordinary Agricultural Works, and in reply to convey the approval of the Governor-General in Council to the re-distribution recommended by the Government of Madras.

	RS.
1. Increase to grant for repairs ...	1,60,000
2. To meet anticipated deficit in the Revenue estimate of the Madras Irrigation and Canal Campany...	50,305
3. Appropriation for certain new works and maintenance charges...	70,080
4. Increase to Minor works grant ...	44,615
	3,25,000

2. The further communication promised in the 7th paragraph of the Government of Madras Resolution regarding the establishment of the Capital and Revenue Accounts of Irrigation Works in a proper footing is awaited, and the Governor-General in Council trusts that no time will be lost in sending this forward.

No. 510. ORDER THEREON, 31st May 1872, No. 1,363.

ACCOUNT, No. 46.

COMMUNICATED to Superintending Engineers in continuation of G. O., No. 935, dated 9th April 1872.

2. The subject of paragraph 2 will receive attention.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 511. Read the following letter from the Secretary to the Government of India, Public Works Department, (Account—Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway Branch,) dated Fort William, 15th May 1872, No. 687 A. R:—

IN reply to your letter No. 1,404 of the 22nd May 1871, and subsequent reminder of the 24th ultimo, regarding the adjustment in the accounts of the Madras Railway of a sum of Rupees 35,506-5-1, representing the irrecoverable balance of the value of certain stores despatched in the ship *Fury* and lost in

transit between England and India, I am directed to state that, under the peculiar circumstances of the case, the Government of India is pleased to allow the amount in question to be charged to Capital.

2. I am to express regret at the delay that has occurred in replying to the reference made by the Government of Madras on this matter.

No. 512. ORDER THEREON, 31st May 1872, No. 1,364.

RAILWAY, No. 79.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 1,403, dated 22nd May 1872.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.

No. 513. Read the following Proceedings of the Government of India in the Public Works Department, (Account—Railway,) dated Fort William, 10th May 1872, No. 656 A-R :—

Submission to Government of India of quarterly and half-yearly Lists of Sanctions for Works and Maintenance.

Read :—

Letter from the Government of Bombay, No. 93, dated 22nd January 1872, submitting a list of works in progress on the Great Indian Peninsula, and Bombay, Baroda, and Central India Railways for the quarter ending 31st March 1872.

RESOLUTION.—The Governor-General in Council is pleased to direct that the system in force in Bombay, of recording sanctions for works, and fixing dates for the closing of each sanction, shall be adopted for all Guaranteed Railways, and that quarterly lists showing all sanctions actually in force shall be sent forward regularly to the Government of India in the form used by the Government of Bombay. Half-yearly maintenance sanctions for each district of railways open to traffic should also be granted on the principle now followed in Bombay; these should likewise be sent forward periodically to the Government of India.

LIST OF OPEN SANCTION—CONCAN AND GHAUTS.

FOR THE QUARTER ENDING 31ST MARCH 1872.

Bills for Works closed on the 31st December will be passed up to 31st March only, but no work must be done after 31st December.

N.B.—Expenditure incurred on works not in this list will not be passed unless formal sanction has been previously obtained.

Register No. and Date.	Authority.	Works.	Sanctioned Expenditure.			Expenditure as per Auditor's Books up to 25th December 1871.			Date on which Sanction closes.	Remarks.
			Indian.	English.	Total.	Indian.	English.	Total.		
			RS.	RS.	RS.	RS.	RS.	RS.		
248 R. of 1870 ...	G. I., 993 of 4th June 1870...	Parell Junction sidings ...	35,758	33,863	69,621	35,860	16,799	52,659	31st March 1872.	
		Callian Station.								
115 R. of 1871 ...	G. I., 496 of 23rd March ,, ...	Raising Platform, New Sidings.	9,546	29,900	39,446	12,718	28,299	41,017	Do. ...	Rupees 3,198 additional charged to Revenue No. 462 R. of 1871.
495 R. of ,, ...	G. I., 1,927 of 4th Oct. 1871.	Do. do. ...	15,117	...	...	...	...	...		
495 R. of ,, ...	Do. do. ...	Overbridge	2,620	6,830	9,450	...	...	...	Do.	
		Raising Line.								
		Callian to Perseek ...	4,78,236							
269 R. of 1869 ...	G. I., 739 of 16th June 1869.	Do. to Titwalla ...	45,091	60,000	7,29,699	5,75,382	33,126	6,08,508	30th June 1872.	
		Do. Narel	1,46,372							
340 R. of ,, ...	G. I., 1,685 of 9th Aug. ,, ...	Additional sleeper to every rail Tanna to Wassind, Callian to Kurgut.	...	1,00,350	1,00,350	2,080	55,459	57,539	Do. ...	Only stores to be charged to this sanction; labour to be provided by Revenue.
		Lanowlu Station.								
463 R. of 1871 ...	G. I., 880 of 7th Aug. 1868...	Carriage Shop	16,701	22,556	39,251	...	...	...	Do. ...	Not begun.
482 R. of 1870 ...	Consulting Engineer ...	Lavatories and Water Closets.	8,000	...	...	474	719	1,193	Do. ...	Not commenced.
7 R. of 1871 ...	Do.	Latrines to Locomotive Shops.	963	...	...	...	...	...	Do. ...	Do.
411 R. of ,, ...	G. I., 1,530 of 21st Aug. 1871.	Two blocks Bungalows for Traffic Department.	16,076	...	16,076	680	305	985	Do. ...	Commenced.
156 R. of ,, ...	B. G., 971 of 14th May 1867.	Enlarging Tank	9,750	...	...	5,006	175	5,181	Do.	
		Egutpoora Station.								
463 R. of ,, ...	G. I., 880 of 7th Aug. 1868...	Carriage Shop	14,959	27,070	42,029	...	...	...	Do. ...	Not commenced.
463 R. of ,, ...	Do. do. ...	Running Engine shed ...	10,000	*...	...	...	...	...	Do. ...	Do.
339 R. of 1870 ...	G. I., 1,153 of 19th Aug. 1870.	Enlargement of Tank ...	95,058	...	95,058	57,879	1,817	59,696	Do.	
75 R. of 1871 ...	G. I., 152 of Feb. 1871 ...	Piping to Kussara	25,000	...	25,000	7,154	8,272	15,426	Do. ...	Sanction will be exceeded.

* Back bay shed has already been charged to capital.

Mileage.		Description of Works.	Amount entered in Revised Schedule.	Amount sanctioned by Consulting Engineer for expenditure up to date of closing.	Amount expended as per Auditor's Books up to 25th December 1871.		Date on which the sanction given in Column IV. closes.	Remarks.
					Stores.	Labour.		
Miles.	Chains.	*Re-construction—Bombay to Lanowlu.*	RS.	RS.	RS.	RS.		
20	69	Tanna Viaduct...	11,000	11,000	......	1,280	30th June 1872.	
24	42	Single 10 feet	1,594	1,594	......	422	Do.	
66	64	Eight 50 ,, No. 1	61,984	{ 61,984 / 29,808 }	9,403	52,449	Do. ...	No. 231 R. of 1871, Casualty Fund.
		Callian to Egutpoora.						
35	73	Colasa Viaduct	10,000	{ 8,652 / 10,000 }	9,771	8,180	Do. ...	No. 479 R. of 1870. Centres to be removed, and arch drained.

Bombay,
31*st December* 1871.

(Signed) H. F. HANCOCK, Captain, R.E.,
Acting Consulting Engineer for Railways.

ORDER.—Ordered, that a copy of this Resolution, together with a copy of the lists referred to above, be communicated to the Local Governments and Administrations marginally noted, for information and guidance, with a request that any further information required as to the working of the system be obtained from the Consulting Engineer for Guaranteed Railways, Bombay.

Government of Madras. | Consulting Engineer, Calcutta.
,, of Bombay. | ,, ,, Lahore.
Consulting Engineer, Lucknow.

(Signed) C. H. DICKENS, Colonel, R.A.,
Secy. to the Govt. of India.

No. 514. ORDER THEREON, 31st May 1872, No. 1,365.

RAILWAY, No. 80.

COMMUNICATED to the Consulting Engineer for Railways for information and guidance.

(Signed) G. W. WALKER, Colonel, R.E.,
Officiating Secretary to Government.